

GRAIN DEALERS JOURNAL

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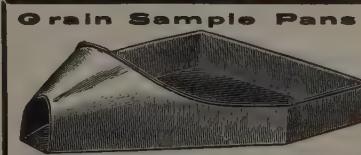
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 MILLING OATS A SPECIALTY
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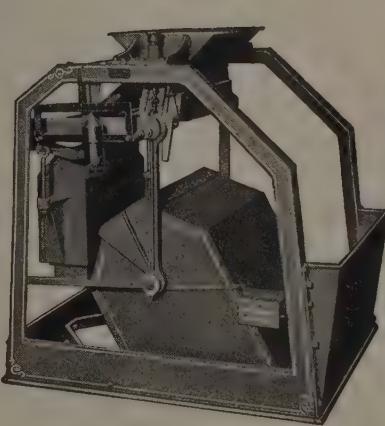
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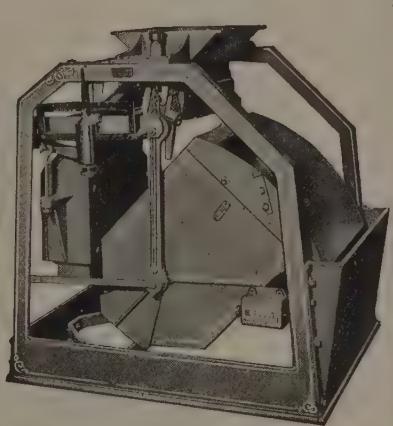
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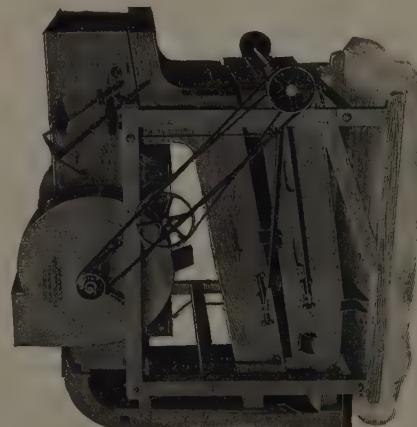
UNION IRON WORKS, Decatur, Ill.



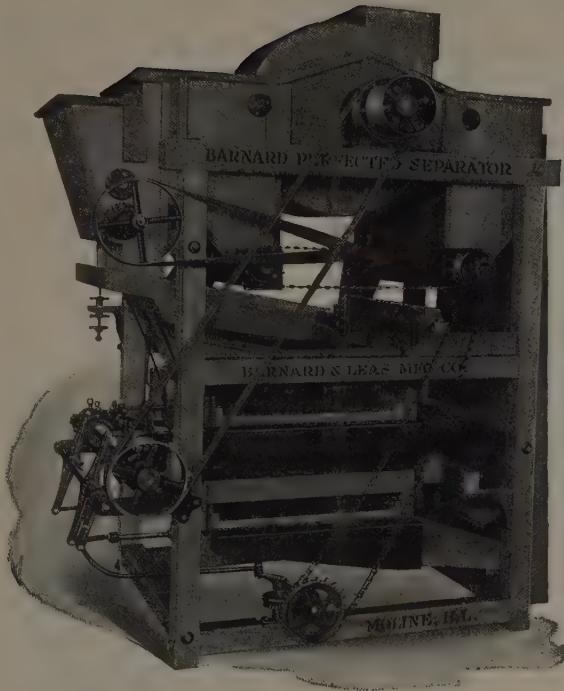
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A very successful combined cleaner for both

CORN AND SMALL GRAINS

No changing of sieves necessary.

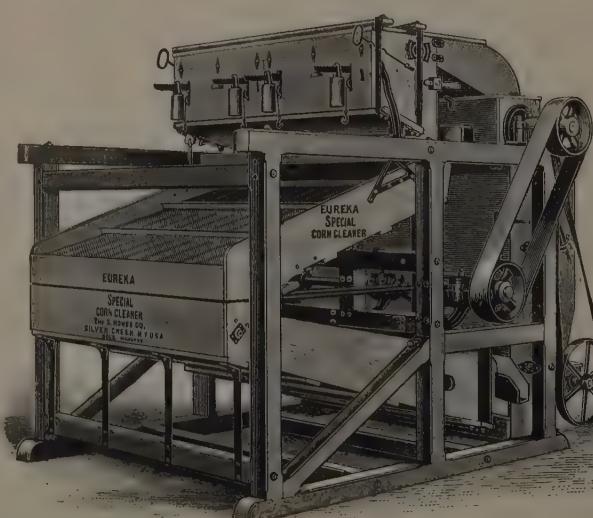
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We thank you for sending your catalogue; it is a good one.

Yours very truly,
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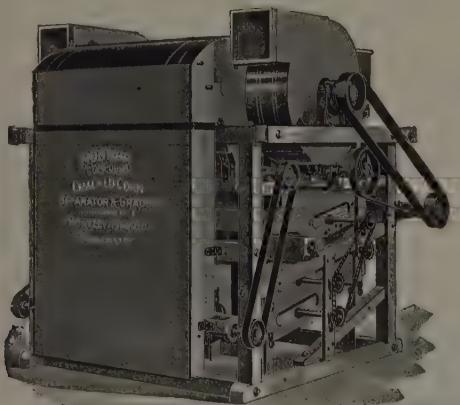
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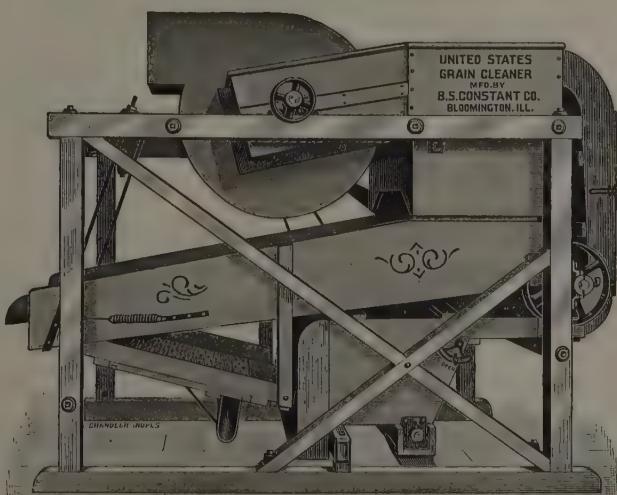


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The World's largest manufacturers of high-class
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Good Grain Cleaning



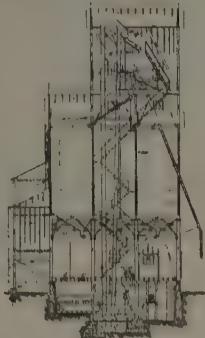
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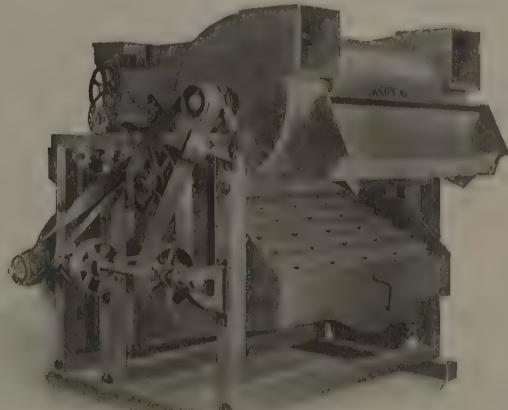
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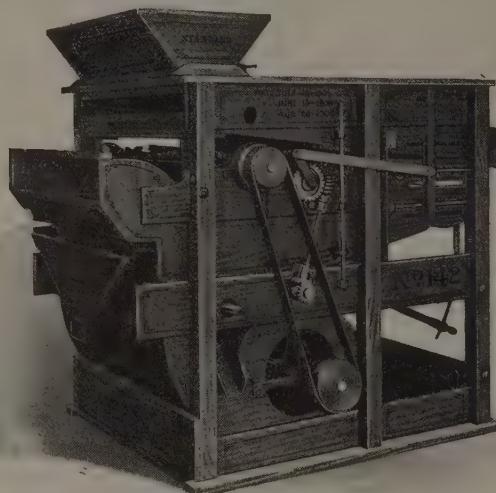
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You Should Have
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This machine contains 3 full length screens, has counter-balanced shoe and traveling brushes underneath the screens; has standard blast regulator and forcefeed hopper. This is an up-to-date cleaner and modern in every respect.

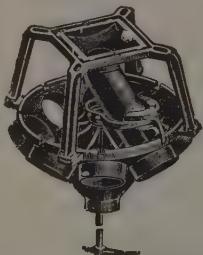


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with GUARANTEED CAPACITY which is double the amount usually realized. When building, specify a HALL SPECIAL. Send for our proposition.



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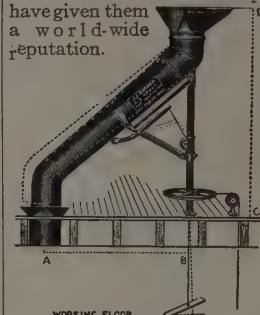
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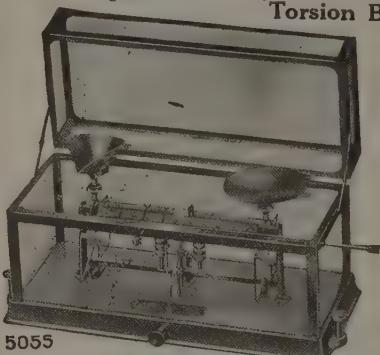
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Acidity Determination and Fine Weighings.



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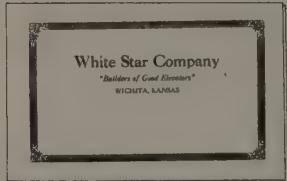
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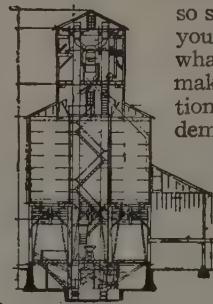
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Grain Elevators

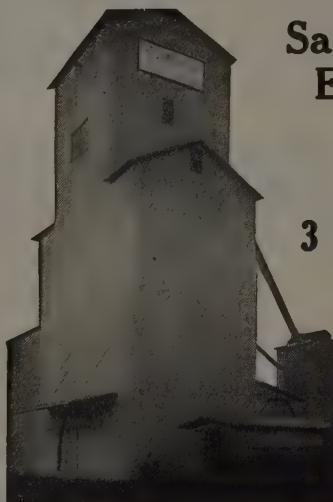
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MACDONALD ENGINEERING CO.
DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS
MONADNOCK BLDG. CHICAGO, ILL.

**THE
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Designers and Builders
GRAIN ELEVATORS
Monadnock Bldg., Chicago

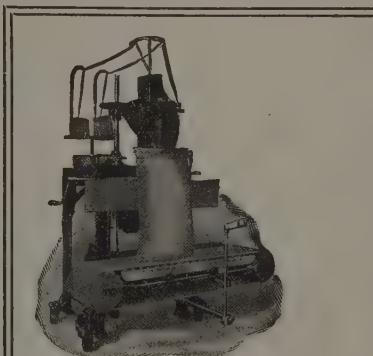
BETTER ELEVATORS
ARE Being Built and
W. H. CRAMER is Building them
NORTH PLATTE, NEB.

J. E. STEVENS
53 Devonshire St., Boston, Mass.
Designer and Builder of
MODERN GRAIN ELEVATORS

BURRELL'S 1916 RECORD
97 CONTRACTS
Complete Elevators
and Mill Buildings
With an organization at the peak of its
efficiency and our contracts of 1916 prac-
tically completed, prospective builders
of Grain Elevators will find it to their
advantage to consult us—it costs nothing.
**BURRELL ENGINEERING
& CONSTRUCTION CO.**
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Contractors Designers and Builders
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ELEVATOR AND
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430-432 GRANGE BLDG.
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UNION SPECIAL
ADJUSTABLE HEAD
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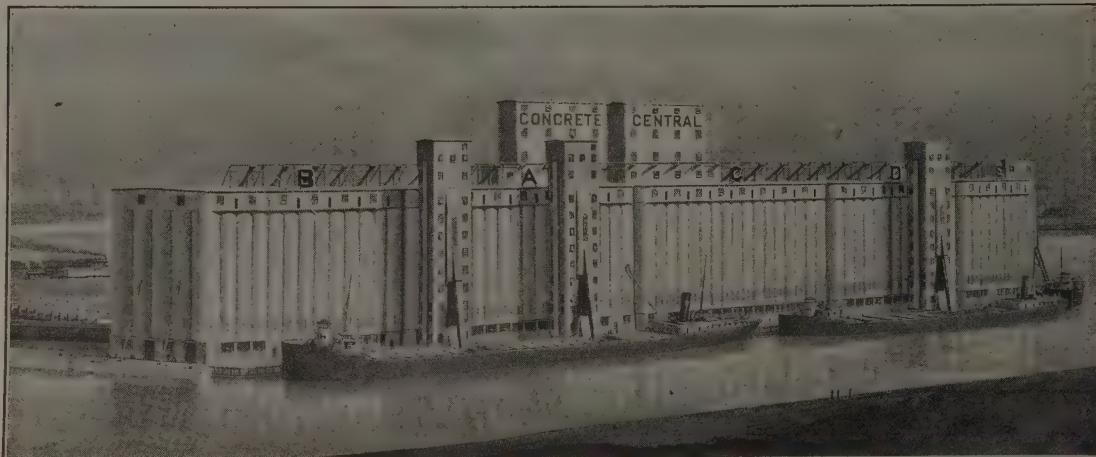
Closes the mouths of all varieties
of bags after they are filled—
more securely, far more speedily
and at a greater reduced cost
than can be approached by
hand sewing.

Union Special Machine Co.
CHICAGO
ST. LOUIS MINNEAPOLIS
SAN FRANCISCO

**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale"
columns of the GRAIN DEALERS JOURNAL
of Chicago. It will bring you quick returns.

If you have
a good thing
Tell the Grain Dealers—
They'll do the rest—
Advertising is the quickest
and best way—but it must be
the right kind of advertising.
If you have spent your good
money without satisfactory re-
sults, it's a case of wrong arti-
cle or wrong advertising.
The easiest, most direct,
most popular and most effective
way to the grain dealer is The
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Try it.



CONCRETE-CENTRAL ELEVATOR—BUFFALO

Concrete-Central
 Shredded Wheat
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 The Record of Satisfactory Work

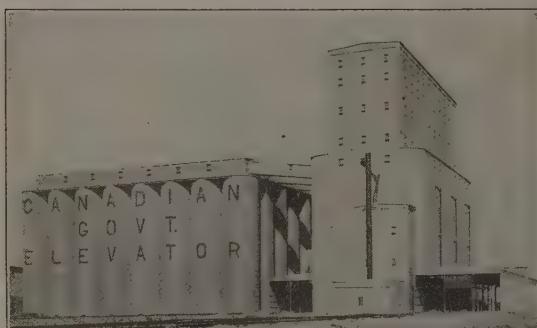
ORIGINAL CONTRACT
 Sec. A, 1915
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 1914
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 1914
 1915

ADDITIONS
 B, 1916. C, D, E, 1917
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Terminal Elevator, Calgary, Alta. 2,500,000 Bushel Capacity. Recently Completed.

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Grain Elevators, Mills and Industrial Plants a Specialty

Our Engineering Department is ready to solve your problems and furnish preliminary estimates

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Capacity 3,500,000 Bushels

The Last Word in GRAIN ELEVATORS

Designed and Built by

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OFFICES { FORT WILLIAM, ONT.
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Now under construction. Total Capacity of Completed Plant: 10,000,000 Bushels. To be operated by the Armour Grain Company of Chicago.

Designing and Consulting Engineers for Entire Work

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GRAIN ELEVATOR ENGINEERS

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Built this Daylight, Fireproof Milling Plant
for the Southwestern Milling Co., Kansas
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Capacity, 400,000 Bus.—400 Bbls.

Electrically Driven and Modern in Every Respect.

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MILLS AND ELEVATORS



The 2,000,000 Bushel WESTERN MARYLAND ELEVATOR at Baltimore

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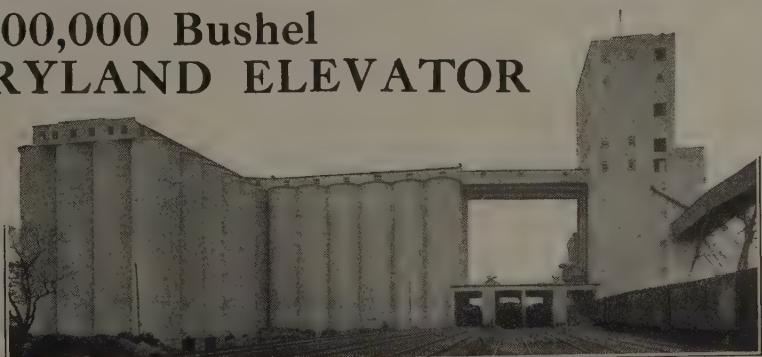
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BUILT IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.,
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W. R. SINKS, Manager





Well, What Are You Going To Do About It?—You Gasoline Users

What are you going to do about this ever-increasing price of Gasoline? Gasoline is steadily going higher in price, and lower in quality. You cannot afford to use it as a fuel from an economical standpoint, nor can you afford to throw away your present Gasoline engine. We can cut the fuel cost 60% and save the engine for your power plant, with our KEROSENE CARBURETOR.

WHY NOT LET US DO IT?

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Kerosene, Gasoline, Gas, Distillate

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For operating belted machinery, elevators, pumps, feed grinders, bone mills, cream separators, crushers, blowers, hoists, etc.—Stationary or Portable, also Saw-Rigs, complete. Largest exclusive engine factory in the world selling direct to the user. Serves \$25 to \$100—**Immediate Shipment**—Write for latest WITTE prices and catalog of engines. State size wanted, or what work you have. ED. H. WITTE, PRES.

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3377 Empire Building, Pittsburgh, Pa.

BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

Wagon Loads Received

A book for the use of country grain buyers in keeping a record of grain received from farmers.

Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks.

The book is 9½x12 inches, 160 pages, 20 lines to each page, giving room for recording 3,200 loads, printed on Linen Ledger Paper and is well bound in strong board covers with leather back and corners. Order Form 380.

Price, \$1.75

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315 South La Salle St. CHICAGO, ILL.

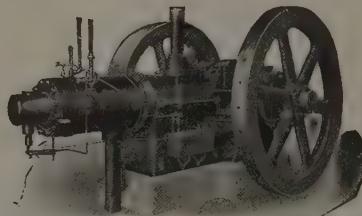
Grain Elevator Equipment

of all kinds, ready for immediate shipment. Look over your plant and see what you need.

Steel Spouting Steel Boot Tanks
Steel Loading Spouts
Elevator Boots Manlifts
Swinging and Hanging Tensions

We will gladly mail you our catalog describing our complete line. Write for it.

HASTINGS FOUNDRY & IRON WORKS
Hastings Nebraska



Your Power Costs How Much?

You are paying too much for it, unless you are operating your elevator with a Money-Making Muncie.

In the Muncie you get SERVICE—QUALITY—ECONOMY—the three requisites for a money-making power plant.

Quality means service. Buy Quality and have Service.

The true worth of an engine is not what you pay for it, but what it is worth in service.

First cost gives ownership only. The final cost is the service cost.

The best purchase is the better engine—MUNCIE—which costs less to own and operate.

We want you to investigate the Money-Making Muncie, see it in operation at a near-by elevator. Write us for further information.

Muncie Oil Engine Company
516 Jackson Street Muncie, Ind.

OUR IMPROVED RAILROAD CLAIM BOOK

requires little of your time for filing, and contains spaces for all the necessary information in the order which assures prompt attention on the part of the claim agent. It increases and hastens your returns by helping you prove your claims and by helping the claim agent to justify payment.

These claim blanks are printed on bond paper, bound in book form, each book containing 100 originals and 100 duplicates, a two page index and summary showing just which claims have not been paid, and four sheets of carbon. You tear out the original to send to the claim agent, and the carbon copy remains in the book, as a record of the claim.

Form A is designed to prove claims for Loss of Weight in Transit.

Form B—Loss of Quality Due to Delay in Transit.

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These five forms are well bound in three styles, as follows:

Form No. 411-A contains 100 sets all Form A. Price \$1.25.

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Send all orders to

GRAIN DEALERS JOURNAL
315 South La Salle Street CHICAGO, ILL.



Whether You Build or Remodel

you want the most simple and up-to-date equipment, and that is the BERNERT line of pneumatic grain handling machinery. If you are in need of a Conveyor, Pitless Elevator, Car-loader, Combined Elevator and Car-loader, or Track-loader, both stationary and portable, etc., then do not wait, but write today for catalog and descriptive matter to the

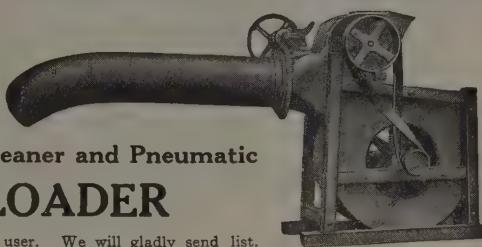
BERNERT MFG. CO.
759-33d St., Milwaukee, Wis.

Everything in Pneumatic
Grain Handling Machinery

If you are really
anxious to learn
the true merits
and economical
service of a

Combined Grain Cleaner and Pneumatic CAR LOADER

become acquainted with any user. We will gladly send list.



Why you should install the MATTOON

It is impossible for it to mill or crack the grain. It will fill largest cars to full capacity, without any labor in the car. Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.



No Need to Scoop Grain in a Dirty, Dusty Car

"If there is anybody in the whole world that has any doubt about the value of your Air-Blast Car Loader, send them to me." Russell Williams, Mgr. Farmers Union Co-Op. Assn., Winside, Neb.

"The loader I bought from you certainly does the work." C. F. Cranor, Sycamore, Ind.

"It has everything skinned I ever saw for loading grain." W. H. Barret & Bro., Owance, Ill.

"You may ship us one of your Air-Blast loaders. We have investigated this thing pretty thoroughly. At Strawns Crossing we saw one in operation and it certainly was doing the work." Central Illinois Grain Co., Ashland, Ill.

We might go on naming user after user who has gotten away from loading troubles entirely by installing a Boss Air Blast Car Loader.

Every car loaded to full capacity without shoveling. Horse Power required from 4 to 12 Horse Power, depending upon speed and capacity desired. CANNOT injure the tenderest grain. Grades improved. Can be equipped with simple grain cleaning device to remove and convey away dust, dirt, chaff and other foreign material. Mr. Crowe, at Beason, Ill., reduces his foreign material to one per cent and less. Thirty days' trial allowed. Simple and easy to install. Write for our booklet, "Don't Swallow the Dust." It tells all about our car loaders. It's Free.

MAROA MANUFACTURING CO., Dept. G., Maroa, Ill.

COAL SALES BOOK

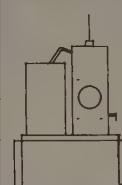
Form 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the journal from which the posting is done. It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchases, Gross, Tare, Net Pounds, Price Per Ton, Amount. This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth; has leather back and round leather corners. Price, \$2.00. For sale by Grain Dealers Journal, 305 So. La Salle Street, Chicago.

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Complete Apparatus



If you do not own one write us at once—NOW—for prices and our new Booklet.

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6th Street Near Nicollet
MINNEAPOLIS NEWEST HOTEL

325 Rooms, Every Room with private bath
Rates \$1.00 to \$5.00 per day

The DYCKMAN gives more for the money
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Prevent
CLAIM LOSSES
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TYDEN CAR SEALS

Bearing shipper's name
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6000 SHIPPERS
Are now using them.
Write for samples
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Are You Wasting Money?
Operating machines and shafts
that could stand idle at least
a part of the time. Equip
your machinery with Tyden
Clutches and start saving
money. Get our Free Booklet.
Decatur Foundry, Furnace & Machine
Co., Dept. D, DECATUR, INDIANA

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10 1/2 x 15 1/2 inches, used double.

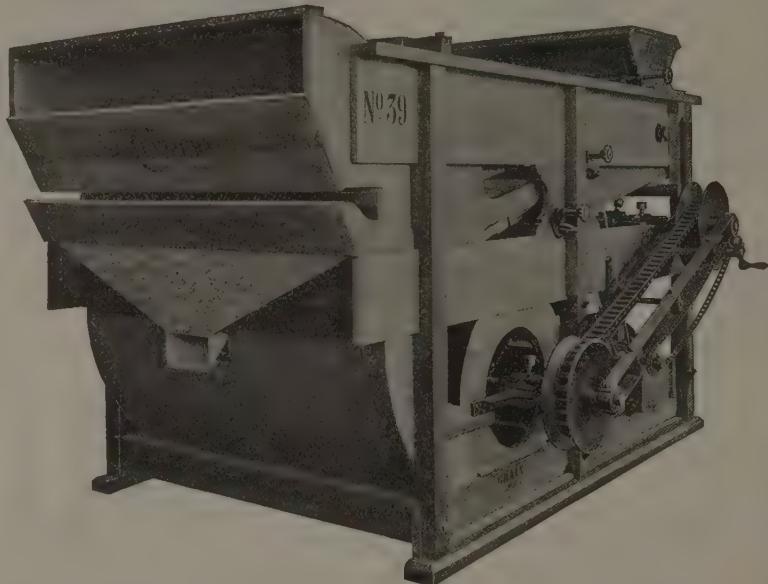
The book contains 100 double pages. The best lined ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.75.

GRAIN DEALERS JOURNAL
305 So. La Salle Street CHICAGO, ILL.

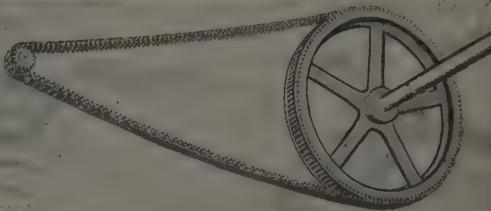
The "Clipper" Grain & Seed Cleaner WITH Variable Air Regulator

Different kinds of seeds and grains, and different conditions of the seeds or grains, call for varying strength of the air blast used in separating the dust, chaff, and light, shrunken seeds or grain from the heavy, perfect seeds and grain. The Clipper Variable Air Regulator gives exact control of the air blast at every desired point. "From a zephyr to a hurricane" (and every intermediate point between) exactly describes the range of air blast that can be secured by this mechanical device. We can produce a blast strong enough to blow out the heaviest grain, peas or beans, and by an adjustment requiring but an instant reduce the blast sufficient for handling the lightest seeds, such as timothy, red top or blue grass.

Write for circular
giving full
description.



A. T. Ferrell & Co., Saginaw, W. S., Mich.



Silent Chain Drives — for — Power Transmission

The most modern method for obtaining the full use of your electric current through your motors to your machinery.

Cut steel pinions, cast iron cut sprockets and the best made Silent Chain make AMERICAN HIGH SPEED SILENT CHAIN DRIVES the ultimate solution and afford the final overcoming of your power transmission problems.

NOISELESS — COMPACT — POSITIVE — EFFICIENT

For use in driving Belt Conveyors, Legs, Screw Conveyors, Power Shovels, Fans, Hoists Lineshafts, etc.

Write for list of complete Grain Elevator installations and a copy of our Catalog No. 100.

American High Speed Chain Company
Commercial Drive Division
1402 So. Michigan Ave. Chicago, Ill.
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**With the Grain Dealers Journal
Into the offices of your fellow
Grain Dealers**

Visit the numerous grain conventions thruout the country. The great Court chambers where the legal controversies of your business is being decided.

Learn of the different methods being used by the most enterprising grain dealers.

Note the wonderful improvements being made in mechanical facilities for handling and improving grain.

See it all in the GRAIN DEALERS JOURNAL, WITHOUT SETTING FOOT OUTSIDE YOUR OWN OFFICE.

From NOW ON DON'T MISS A SINGLE NUMBER—TWICE EACH MONTH—ONE YEAR, ONLY \$1.50.

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GRAIN DEALERS JOURNAL
305 South La Salle Street, Chicago, Ill.

Push SCHUMACHER FEED

You Will
**Sell Feed to More Customers and
 Sell More Feed to Each Customer**

SCHUMACHER FEED is the fastest and biggest selling feed in all the world. Partly because it is made by the world's largest feed producers; partly because it is the most widely advertised feed in the world, but principally because it is the

World's Best Feed

No other feed can take the place of SCHUMACHER. No other feed can be used and recommended for so many purposes.

For Cows: Mixed with any good high protein concentrate in the proportion of 3 to 1, it will furnish the highest producing, most sustaining ration for dairy cattle. It is this feeding plan that has made SCHUMACHER the feed of the **world's champions**—the feed that helps produce almost **all** the world's champions.

For Steers: SCHUMACHER FEED is a money maker for the man who is feeding cattle for market. Being finely ground, it is easily digested. Being composed principally of wheat, oats, corn and barley products, it offers a variety that keeps the appetite keen, the digestion good and rapidly puts on profit-making flesh.

For Poultry: SCHUMACHER FEED is easily digested and contains just the elements required to produce big growth and heavy egg production.

So, if you are not pushing SCHUMACHER hard—all the time—you are losing opportunities for big all year 'round profits. Follow the example of the most successful dealers everywhere.

**SELL SCHUMACHER FEED TO MORE CUSTOMERS AND
 SELL MORE SCHUMACHER FEED TO EVERY CUSTOMER**

If you are not handling SCHUMACHER write for terms today—now.

The Quaker Oats Company
 Address: Chicago, U.S.A.



Wanted and For Sale

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE

KANSAS elevator and coal business for sale; good location. For particulars, address E. F. Adams, Everest, Kans.

FOR SALE—Two elevators located in fine farming country in Indiana; no competition. For further particulars and price address State, Box 4, Grain Dealers Journal, Chicago, Ill.

OKLAHOMA one good elvtr. well located, 15,000 bu. cap. Owner wants to sell and will make price right. Address Grain Box 5, Grain Dealers Journal, Chicago.

FOR SALE—Two grain elevators in the wheat belt in Central Western Kansas; good town and in a good farming country. Address Post, Box 4, Grain Dealers Journal, Chicago, Ill.

NORTHWESTERN OHIO—Elevator and coal yards. Price \$16,000. Will pay 40% dividends; no trades. Do not write unless you mean business. Address A. E. C., Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed mill, feed, flour, grain, seeds, phosphate, poultry supplies; in Dairy section Central New York. For particulars, address R. N. Dershimer, Dryden, N. Y.

FOR SALE—Grain Elevator, coal sheds, tool house; all built two yrs. ago; owners cannot give business the attention it requires. Address Own, Box 3, Grain Dealers Journal, Chicago, Ill.

CENTRAL INDIANA—My elevator for sale in good town with good competition; acct. poor health, must change climate. Ships about 100,000 grain, sells 3000 to 4000 tons coal and large feed business. Price \$12,000 will carry half. Address John A. Rice, Frankfort, Ind.

COLORADO—For Sale 25,000 bu. elevator with fuel and feed business, in the famous Arkansas Valley. Good town, wideawake, healthy climate. Doing good business, thoroughly equipped. Good reason for selling. This is a money maker. Address J. B., Box 4, Grain Dealers Journal, Chicago.

FOR SALE—Elevator and feed business consisting of grain, flour, feed and grass seed. Price \$3200 if sold at once. Including 1-10 horse motor, G. E., 4 pr. scales, 1 Bowsher Grinder No. 4. Situated in Southwest Mo. in town of 3000 pop. Only elevator in town; reason for selling, ill health. Address Flour, Box 3, Grain Dealers Journal, Chicago, Ill.

ILLINOIS—On account of death of our Mr. John Ervin, elevator at Tuscola, Ill., situated on I. C. track, is for sale; 4 dumps, 2 elevators, electric power (35 horse), gravity load, private track, good repair; storage for 15,000 bu. ear corn; 15,000 bu. shelled; machinery good. Address R. & J. Ervin, Tuscola, Ill.

Somebody's always hunting an elevator, and there is no wrong time of the year to put an ad in the "Elevator For Sale" columns of the Journal.

ELEVATORS FOR SALE

OHIO elevator, warehouse and coal sheds for sale, 100 car point for \$5,000; no trade. Address John E. Bonner, LaRue, Ohio.

IOWA elevator and coal business for sale; fine location. A. L. Tollefson, Est., St. Ansar, Iowa.

MICHIGAN bargain. Will sell 15,000 bu. bean and grain elevator at once; town 3,000; one other elevator. Address Don, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Large splendid paying country elevator business near Des Moines, Iowa; not one objectionable feature. Address Opportunity, Box 3, Grain Dealers Journal, Chicago, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

FOR SALE—Several elevators doing from 250,000 to 300,000 bu. annually in corn belt of Illinois. Good reasons for selling; good terms; good bargains. Write or call me up. Jas. M. Maguire, 6454 Minera Ave., Chicago, Ill.

MONTANA—Grain Elevator, capacity 37,000 bu. Situated on Lake Shore and railroad line which is now being built into Polson. For further particulars, write owner, Flathead County State Bank, Polson, Mont.

OHIO—7M elvtr., cribbed, equipped with up-to-date machinery, corn cribs, cement house, lumber shed, coal yard in connection. Located in good town, doing good business. Address Coal, Box 1, Grain Dealers Journal, Chicago.

NORTHERN ILLINOIS—65,000 bu. cap. elevator in rich grain belt; handles 200,000 to 250,000 bu. grain annually; no competition. Full particulars upon request; no trades. Coal and feed business in connection. Address Belt, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Modern up-to-date elevator, fully equipped, 60,000 bu. cap., also molasses mixed feed plant and 2 large warehouses in connection, located in best grain belt of Texas and only elevator in city of 150,000 population. Offers an exceptional opportunity for some enterprising firm; a bargain. Address Cross, Box 4, Grain Dealers Journal, Chicago, Ill.

I HAVE a 30,000 bushel grain elevator modernly equipped to handle all kinds of grain; built in 1910; located on main line of the Chicago, Milwaukee & St. Paul Ry., about 100 miles west of Minneapolis, in a good town of about 2000. Large farming territory to draw from. One of the best grain points in Minnesota. Will sell on terms or take as payment good farm land worth the money, Minnesota or North Dakota, clear of incumbrance. Write for price and particulars. State fully first letter your proposition or no reply. J. A. Nelson, 554 McKnight Bldg., Minneapolis, Minn.

ELEVATORS FOR SALE

SOUTHWESTERN OHIO—Three elevators for sale in good grain section; elevators in good repair. J. & J. Leas, West Manchester, Ohio.

FOR SALE—Good elevator in best part Darke Co., Ohio; small town, no competition; doing \$75,000 business annually. Address Black, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED.

WANTED—Central Illinois elevator, handling at least 250,000 bus. Address Cash, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR EXCHANGE—251 acres good land in three tracts; improvements on each tract. $5\frac{1}{2}$ mi. from Nebraska City, Nebr. Will trade for lumber yard or elevators. Address J. A. Schoenthal, Cook, Nebr.

WANTED—To buy several elevators without competition in Northwestern Missouri, Southwestern Iowa and Northeastern Kansas. Address Rich, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED to exchange 80 acres located in Central Iowa, half mile from town of 900, good house and barn on main road, for an up-to-date elevator located in Iowa. Address Jones, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR BROKERS.

LIST YOUR ELEVATORS AND REAL ESTATE WITH ME FOR RESULTS. NAT P. CLAYBAUGH, ELEVATOR AND REAL ESTATE BROKER, Board of Trade Bldg., Frankfort, Ind.

ELEVATOR BUYERS save \$1,000 by getting choice out of my private list, gratis.

ELEVATOR SELLERS get access to the entire field of buyers by listing your elevator with me.

John A. Rice, Elvtr. Broker, Frankfort, Ind.

FREIGHT ELEVATOR

FREIGHT elevator 1000 pounds capacity. Send description and cash price. F. H. Culbertson, Carroll, Iowa.

PARTNERS WANTED.

WANTED—Partner with \$5,000 for retail hay and grain business in Chicago. Address Bond, Box 4, Grain Dealers Journal, Chicago, Ill.

YOU CAN SECURE a partner if you make your wants known to the grain trade thru the Partners Wanted column of the Grain Dealers Journal.

WANTED by a Swiss-American Millman, 40 yrs. old (single) with 15 yrs. experience, to buy half interest in a 25-bbl. Midget Marvel Mill or will join honest party building new plant in live town of not less than 2,000 inhabitants. Werner Klingler, 1810 E. Tusc. St., Canton, Ohio.

The GRAIN DEALERS JOURNAL.

BUSINESS OPPORTUNITIES.

EXCHANGE—Central Iowa Farm, 160 acres, for Grain or Lumber business. Address P. O. Box 386, Cedar Rapids, Iowa.

FOR LEASE—Gen. Mdse., grain and implement business; 12,000 bu. elevator, new. For quick lease, address R. M. Maxwell, Mentor, Kansas.

FOR SALE—Grain, Hog and Machinery business. Will sell separately or all together. Address P. O. Box 186, Independence, Iowa.

FOR SALE—Seventy-five barrel flour mill with elevator and coal yard in connection. Mill bldgs. brick. Plant in active operation, with good local trade. Must be sold at once. Write A. M. G., Box 2, Grain Dealers Journal, Chicago.

WHATEVER your business may be, it will find a ready market if advertised in the "Business Opportunities" column of the Grain Dealers Journal, Chicago, Ill. 6,300 grain men look to these columns twice a month for real opportunities.

FOR SALE—In Burlington, Vt., grain, feed, flour and seed business; electric grist mill fully equipped. Large farming center. Business \$100,000 per annum. Settling estate, reason for selling. Bargain for cash. Business established over thirty years. John M. Evans, 220 Broadway, New York, New York.

FOR SALE—The oldest and best grain business in Southern Illinois; has been carried on successfully for 35 years, but on account of advancing in years, will dispose of my line of elevators and warehouses, including the best grain business in this entire section and will sell at a bargain if disposed of soon. Will require about \$40,000.00 to secure the property. Address Lock Box No. 667, Carmi, Ill.

DO YOU want to buy one-half interest in a 200-bbl. roller mill with elevator, also electric light plant in connection for lighting city? Located in thrifty town in Missouri; a paying proposition; will sell mill and elevator without light plant or will sell entire plant, but prefer to sell one-half interest; will rent mill and elevator, oil engines for power. If you mean business, address Mill, Box 4, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—25 bbl. mill in connection with a 20,000 bu. capacity elevator. Good location. Address C. L. Peterson, Exchange Bldg., South Omaha, Nebr.

FOR SALE at a bargain, 100-bbl. mill, 20,000 bu. elvtr. in Kansas wheat belt; would trade for Kansas or Oklahoma land. Address Day, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the best 50-bbl. Flour Mills with 10,000-bu. elevator in Southern Minn. Bears closest investigation. Gibbon Roller Mills, Gibbon, Minn. Otto Pless, Prop.

FOR SALE—A 30-bbl. mill in Southern Virginia. New machinery recently installed. Water power from steel overshot; dam recently rebuilt. Burr corn mill and small sawmill attached. Old established custom and merchant business in flour, meal and feedstuff; good trade in good neighborhood. About 140 acres of land attached, including river bottom and upland. G. C. Stone, Hurt, Va.

Give a Journal "Wanted—For Sale" ad something to do for you—it needn't be something easy.

SITUATIONS WANTED.

POSITION as mgr. of elvtr. or with good grain firm, exp. ref. Address Old, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position with good grain firm as Mgr. of Elvtr. or in office of good comm. firm. 10 yrs. exp., good ref. Address Gail, Box 9, Grain Dealers Journal, Chicago.

WANTED—Position as traveling grain buyer; 6 yrs. exp. in grain business; best of references. Address Elk, Box 4, Grain Dealers Journal, Chicago.

WANTED—Position as Grain Buyer in line house; have had one year's experience as second man; best of references furnished. Address Mine, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager Grain and Lumber company or traveling grain solicitor; 20 yrs. exp. ref. and bond, Iowa preferred. Address Lumber, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Position with large grain firm; several years' exp. as buyer and salesman; age 37, married. Have good knowledge and wide acquaintance with Rec. and shpr. in South. Address Pen, Box 4, Grain Dealers Journal, Chicago.

EXPERIENCED grain and lumber man, strictly sober, no bad habits, steady and married, desires position as manager of grain elevator. Iowa preferred. Address Time, Box 4, Grain Dealers Journal, Chicago, Ill.

OFFICE MAN—Bookkeeper, experienced in mlg. & elvtr. system, billing, rates, mlg. in transit; stenographer, tending local trade. Grain buying. Desires change. Address Last, Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as mgr. of country elvtr., lumber yard or coal, or all in connection. 6 yrs. exp., no boozier or smoker. Please state full particulars in first letter. Speak Bohemian and English. Address Free, Box 4, Grain Dealers Journal, Chicago, Ill.

IF YOU ARE looking for a competent, reliable grain man with 28 years' exp. to handle any phase of the grain business and desire one who is industrious and sober at all times and can furnish A-1 references, address Hand, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as elevator manager by man 40 yrs. old; now employed, but wish to change after Dec. 1st, 1916. (Farmers Elvtr. preferred.) 15 yrs. experience handling grain and stock in corn belt. Address Change, Box 9, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as solicitor for some good grain firm in Omaha or Kansas City with territory around Lincoln, Nebr. 44 yrs. old, married; 18 yrs. exp. grain and live stock business. Can handle position with firm that buys or handles on commission; will come on trial with a firm meaning business. Address Trial, Box 4, Grain Dealers Journal, Chicago.

WANTED—Situation as office assistant or elevator foreman; have had 5½ years experience as elevator foreman and 4 months as clerk in railroad office. A good mechanic and can handle steam, electric and gas power. A-1 ref. Am employed but can come at once. Address Plain, Box 3, Grain Dealers Journal, Chicago, Ill.

Do you want the name and address of the man who should be working for you? Try an ad in the "Help Wanted" columns of the Journal.

HELP WANTED

WANTED—Good bright man to take second run in elevator. Must have experience. State salary expected. Address Bright, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—A reliable, competent elevator man who is sober and industrious; good wages, steady work. Steam power. State nationality and whether married. Address Power, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Manager for country elevator handling side lines of coal, feeds, tile, etc. State age, experience, qualifications and salary expected. Communicate in own handwriting. Address Tile, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—Sober elevator man who understands steam power, sheller and cleaner; must know how to handle a good elevator. Steady job; can commence in March; located in Champaign County, Ill. Address Home, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED—Manufacturing Company in Cedar Rapids who purchase about 500,000 corn per month want young man to handle their grain records. Must have had experience in grain business and be thoroughly capable. Reasonable salary to start. Good opening for right man. Address Cane, Box 4, Grain Dealers Journal, Chicago, Ill.

WANT A JOB as grain buyer, manager of an elevator, engineer, traveling solicitor or any position connected with the grain business? If so, make your wants known to progressive grain dealers who are in need of experienced help through the "Situation Wanted" column of the Grain Dealers Journal.

WE ARE anxious to obtain a man who is capable in every respect to take complete charge of our new seed house at New York City, preferably one familiar with the cleaning and handling of seeds and if possible one who has had some little experience in elementary bookkeeping. Replies must be accompanied by references and full details. Address Seed, Box 3, Grain Dealers Journal, Chicago, Ill.

GRAIN ELVTR. ENGINEER.

Open for high-class executive or engineering position, 12 years' experience. Familiar with Complete Designing and Construction of Concrete Grain Elevators, Flour Mills, Power Plants, etc. Write Ford, Box 2, Grain Dealers Journal, Chicago, Ill.

SCREENINGS WANTED.

SCREENINGS wanted, all kinds. P. L. Zimmerman Co., St. Louis, Mo.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

When the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

The GRAIN DEALERS JOURNAL.

ENGINES FOR SALE.

PARTIES wanting a first class 22 h.p. gasoline engine at a sacrifice, address Howe Scale Co., Chicago.

FOR SALE CHEAP—2 Stationary St. Mary's 30-35 h.p. gas or gasoline engines. The Western Reserve Seed Co., Norwalk, O.

FOR SALE—One 60 h.p. Fairbanks-Morse oil engine, in first class condition, slightly used; a bargain. The Walter Tips Co., Austin, Texas.

FOR SALE—One 12 h.p. Fairbanks engine complete with fuel tank, magneto and clutch pulley. The Hiawatha Light, Power & Ice Co., Hiawatha, Kans.

FOR SALE—One 20 h.p. heavy duty gasoline engine, suitable for electric generator drive, at your own price. Address L. W. 309 Security Bldg., Minneapolis, Minn.

FOR SALE—100 h.p. Fairbanks Morse gas engine complete with gas producer. Bargain if taken at once. Farmers Elevator and Alfalfa Mill Co., Minneapolis, Kans.

HIGH GRADE ENGINE VALUES

You Cannot Afford to Overlook.
16hp Badger \$285. 16hp Stover \$365. 15hp Foos \$325. 20hp Fairbanks-Morse \$415. 40hp Lorraine kerosene engine \$525. 20-25hp Nash two cyl vertical gas engine \$350. 25hp Lauson kerosene \$535. 30hp Lauson gasoline \$435. 60hp Model four cyl governor controlled 7" bore 10" stroke \$535. Many others. Send for book of high grade engine values for stationary, portable, tractor, marine, automobile and airplane purposes.

BADGER MOTOR CO., MILWAUKEE, WIS.

STEAM ENGINES—BOILERS.

FOR SALE—150 h.p. boiler in excellent condition and much other good machinery at a reasonable figure. F. B. Williams Cypress Co., Patterson, La.

FOR SALE—Complete steam power plant consisting of one 80-h.p. steel tubular boiler and 53-h.p. Atlas Automatic engine and all connections. H. M. Cosier, Bear Lake, Mich.

FOR SALE—One 72"x18' Tubular Boiler good for 130 lbs. working pressure; one 16x36" Corliss engine; four 50 h.p. Firebox boilers. Various other material. Contractors Machinery Company, 1010 Kansas Ave., Kansas City, Kans.

A Trial Order

GRAIN DEALERS JOURNAL

315 So. La Salle St., Chicago, Ill.

Gentlemen:—I wish to try the *Grain Dealers Journal* on the 10th and 25th of each month for one year just to learn if I can get any helpful suggestions from the opinions and experiences of other grain dealers. Enclosed please find One Dollar and Fifty Cents.

Name of Firm.....

Capacity of Elevator..... Post Office.....

..... bus. State.....

MACHINES FOR SALE.

FOR SALE—One cracked corn separator in good condition. Address Box 614, Monticello, Ind.

FOR SALE—Eureka Grain Cleaner, capacity 1000 bushels per hour; in good working order. Address L. E. Speitz, Sterling, Colo.

FOR SALE—One No. 8 Boss Car Loader; guaranteed good as new; at half price. Address A. H. Richner, 211 Whitlock Ave., Crawfordsville, Ind.

FOR SALE—One No. 4 Double King Car Loader and pulleys, shaft, collars and boxes that go with it. Only been used through one harvest; will sell at a bargain. Farmers Grain and Seed Co., Darlington, Ind.

FOR SALE—cheap, guaranteed good condition, one twenty-inch attrition mill, one twenty-inch burr mill, one cob crusher, elevating machinery, pulleys, hangers and belts. Lee T. Ward, Commercial Trust Bldg., Philadelphia, Pa.

FOR SALE.

1 35-h.p. steam engine, good as new.
1 35-h.p. Power Boiler, first class shape.
150 ft. chain with buckets attached, both in good shape.

1 Cast Iron Boot with cog wheels for chain and buckets; also elvtr. head with cogs.
1 Car Loader in good shape. Have put in gravity loading spout.
1 Invincible Dustless double receiving cleaner, in good shape.
1 B. & L. Corn sheller, and cleaner combined, good as new.

Connell & Anderson Grain Co.,
Bentonville, Ind.

1—16" B. B. Attrition Mill & Drive \$220.00
1—22" Ball Bearing Attrition Mill 210.00
1—24" Ball Bearing Attrition Mill 300.00
1—No. 5 Knickerbocker '05 Dust Col. 40.00

All f.o.b. shipping point subj. to prior sale, $\frac{1}{4}$ cash, balance your own terms. Many other bargains on Rebuilt Attrition, Roller, Burr Feed Mills, Reels, Separators, Driers, Packers, Scourers, Feeders, Mixers, Dust Col., Supplies, etc. Complete equipments scientifically arranged for modern Flour & Cereal Mills, Molasses Stock, Poultry Feed & Fertilizer Plants, Plans, Specifications and Flow Sheets. Write us now.

"Builders of Better Mills."
George J. Noth, Manager,
No. 9 South Clinton St., Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—One No. 9 Bowsher feed mill and ten tons clover seed. J. W. Feddema, Foley, Minn.

FOR SALE—A No. 1 Corn sheller, large capacity, at a very low price. Address Bemmels Milling Co., Lisbon, N. D.

FOR SALE—1 double stand Northway feed mill, 9x18; second hand, in good condition. Price \$75.00. Heiberg Elevator Co., Twin Valley, Minn.

FOR SALE—No. 8 Monitor Receiving Separator, latest style, used about 15 months, cost \$560.00; will sell for \$300.00. Address Conover, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—50 feed mills, \$10 up, 2000 pulleys 75% from list, shafting 3c per pound; 50 grain cleaners \$25 up. We build elevators, sell and buy elevators and flour mills, machinery, belting, hangers and everything in this line. Give us an opportunity to save you money. Ten oil engines, ten steam engines, 100 h.p. down. A. D. Hughes Co., Wayland, Mich.

FOR SALE.

One No. 1 Sidney combined sheller and cleaner in first class condition; cap. 25 to 350 bus. price.....\$110.00

One Sandwich sheller, two hole, with sacker and cob stacker; in good running order; cap. 75 bu. price.....\$30.00

One Richardson automatic 3-bu. dump scale, guaranteed to be accurate and as good as new, price.....\$105.00

G. L. Watson Redkey, Ind.

ELEVATOR AND MILL EQUIPMENT

at sacrifice prices.

1 No. 2 B. "Monitor" Double Flax Separators with Sieve Cleaners. Cap. 125 to 300 bu.....\$210.00

1 No. 169 "Eureka" Counterbalanced elevator Separator. Cap. 900 to 3,000 bu.....275.00

1 No. 5 "Invincible" Dustless Warehouse Separator. Cap. 800 bu. per hour.....220.00

1 No. 6 "Invincible" Dustless Warehouse Separator. Cap. 1,000 bu. per hour.....250.00

1 No. 7 "Invincible" Dustless Warehouse Separator. Cap. 1,500 bu. per hr.....295.00

1 No. 153 "Barnard & Leas" Perfected Whse. Separator, 120 to 400 bu. per hr.....120.00

All above machines rebuilt and guaranteed for all practical use as GOOD AS NEW.

Shipped to responsible parties on 30 days time.

10 10-ft. lengths, 9" R. H. Conveyor, each, \$6.00.

6 10-ft. lengths, 9" L. H. Conveyor, each \$6.00.

5 12-ft. lengths, 14" R. H. Conv., 3" pipe, \$14.00.

4 12-ft. lengths 14" L. H. Conv., 3" pipe, \$14.00.

9 12-ft. lengths, 16" R. H. Conv., 3" pipe, \$16.00.

6 12-ft. lengths, 16" L. H. Conv., 3" pipe, \$16.00.

Used, guaranteed as good as new. Everything for Flour Mills, Feed Mills and Elevators.

B. F. Gump Co.,
431-437 So. Clinton St., Chicago.
Established over 44 years.

Your Opportunity

is here. Now is the time to let the elevator man know you want his business. Advertise in the

Grain Dealers Journal

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; Seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheetings, or Paper for Car Lining, etc. Wanted: second-hand bags, best prices paid. WM. ROSS & CO., 409 N. Peoria St., Chicago

FERRETS.

FERRETS—1,000 good ratters, hunters. Breeding stock sale. G. Breman Co., Danville, Ill.

MISCELLANEOUS.

2949—Cockerels, hens and pullets, 49 varieties chickens, geese and ducks. Eggs in season; seeds and trees. Aye Bros., Blair, Nebr. Box 47. Free Book.

INFORMATION BUREO

READERS DESIRING to learn by whom, or where any grain handling machine or device is made, can generally obtain it promptly by addressing Information Buro, Grain Dealers Journal, Chicago, Ill.

GRAIN WANTED.

WANTED—Car buckwheat grain; quote prices. Ansted & Burk, Springfield, Ohio.

IF YOU WISH to get in touch with a large number of dealers who have grain of all kinds for sale, insert an advertisement in the "Grain Wanted" columns of Grain Dealers Journal, Chicago, Ill.

SCALES FOR SALE.

FOR SALE—One Automatic Hopper scale, one straight Hopper scale, one elevator belt with cups 4"x12". Jansen Equity Exchange, Jansen, Nebr.

SECOND - HAND SCALES OF ANY make, size or price find many ready buyers if full description is given in an advertisement inserted in the "Scales For Sale" column of the Grain Dealers Journal, Chicago.

ARE YOU a quick buyer who can tell a bargain. If so, we offer you 1-100 ton 40 ft. Fairbanks with Railroad beam, price.....\$325.00 1-500 bu. refitted Howe Hopper scale125.00 We also have some dandy bargains in refitted wagon scales. Dormant scale and office safes. Write us your wants.

HOWE SCALE COMPANY
St. Louis, Mo.

SCALES WANTED.

WANTED—Good second hand or rebuilt track scale in exchange for two Avery automatic hopper scales. For particulars, address Almyra Elevator Co., Almyra, Ark.

HOWE SCALE CO., ST. LOUIS, MO.

SAFES FOR SALE.

FOR SALE—New and second hand safes and vault doors. Advise size. Write today for illustrated catalog showing fire and burglar proof safes; lowest prices, largest dealers. Safes repaired, terms to suit.

ADDRESS WANTED.

ADDRESS wanted of C. H. Benson, formerly of Belmont, Kans. Bell, Box 4, Grain Dealers Journal, Chicago, Ill.

MOTORS WANTED.

WANTED to buy second hand motors 10 to 15 h. p., 3 phase. State lowest price. Address Webb, Box 4, Grain Dealers Journal, Chicago, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamics—Motors" columns of the Grain Dealers Journal, Chicago.

MACHINES WANTED.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

LEATHER BELTING

WANTED—Leather belting in good condition; give width, ply and price. Address Market, Box 3, Grain Dealers Journal, Chicago, Ill.

HAY FOR SALE.

FOR ALL grades of hay send your order to M. E. Koffroth, Richwood, Ohio.

HAY—Standard and choice Alfalfa, upland prairie, choice and No. 1. Ask for prices. A. M. Brandt & Sons, Severy, Kans.

MILLET WANTED.

Fortune and broom corn millet wanted in 10 ton or car lots. Address Kentucky, Box 4, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE

FOR SALE—Genuine Texas red rust-proof seed oats; cotton seed products. Wire for prices. Lewis & Knight, 2714 Routh St., Dallas, Texas.

FOR SALE—Ohio pedigreed Yellow Dent seed corn, 60-day oats and Oderbrucker barley. Write. Don't delay! D. R. Risser, Vaughansville, Ohio.

CLOVER INVESTORS

Southworth's Weekly Review summarizes the week's high-lights in clover as reflected in world's leading market. Sample copy on request. Complete hedging, investment, consignment service in clover, alsike, timothy.

SOUTHWORTH & CO., Toledo, Ohio
GRAINS—SEEDS—PROVISIONS

SEEDS FOR SALE

MAMMOTH yellow Soy beans, cow peas, car lots and less. Write for prices. Carter, Venable & Co., Inc., Richmond, Va.

SEED CORN of high quality, breeding and selection. Satisfaction guaranteed. E. G. Lewis, Media, Ill.

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

SEEDS FOR SALE.

FOR SALE—1000 bu. Iowa 103 oats. Address G. H. Blum, Cedar Falls, Iowa.

SUNFLOWER SEED for sale. P. L. Zimmerman Co., St. Louis, Mo.

WE BUY AND SELL

Wheat Screenings, Cane Seed, Salvage Wheat, Kafir Corn. Write or wire for prices.

HENRY LICHTIG & CO., Kansas City, Mo.

THE CRUMBAUGH - KUEHN CO.

We pay top prices for
seeds or grain. Your
track or Toledo. Send
samples. CLOVER
ALSIKE TIMOTHY ALFALFA.

TOLEDO, OHIO Samples, prices and our
market letter upon request. Cash
and futures.

L. Teweles Seed Co.

Milwaukee Wisconsin

Headquarters for

Red, White and Alsike

Clover

Timothy and Alfalfa

Seed

SEED CORN FIELD PEAS

CLOVER
TIMOTHY

Northern Indiana's Largest Seed House. We are in the heart of Indiana's best clover district. Ask for our samples and prices.

Highest Qualities
Prompt Service

Kraus & Apfelbaum
Fort Wayne, Ind.

The Mangelsdorf Bros. Co.

Sweet Clover, Alfalfa,
Soudan Grass, Millet, Rape.

ATCHISON KANSAS

ONION SETS
PEAS, BEANS AND CORN

LEONARD SEED CO.
226 W. Kinzie St., CHICAGO

SEEDS FOR SALE—WANTED

SEEDS WANTED.

FOR SALE—1000 bu. Iowa 103 oats. J. P. Christiansen, Newell, Iowa.

FOR SALE—Golden millet seed. L Speltz, Sterling, Colo.

FOR SALE—Alsike Seed. For prices and samples write Walter G. Trumpler, Tiffin, Ohio.

FOR SALE—Alsike, red clover, timothy and red top seed at prices that will interest you. Write for price and sample. J. M. Schultz, Dieterich, Ill.

IOWA 103 seed oats. Grain dealers and seedsmen should put in carload lots of these oats. Your section oat yield increased 10 to 25 bu. per acre. At present 65c bu. f.o.b. Oakville. Also have Iowa 203 dent seed corn. F. E. Jamison, Oakville, Iowa.

SEEDS FOR SALE.

TIMOTHY SEED, and Red Clover, car or less carlot. J. B. Leveille, Eyota, Minn.

ALFALFA SEED at growers' price, free sample. "Alfalfa John" Franklin, Beaver City, Nebr.

FOR SALE—German Millet for sale in car lots or less; correspondence solicited. D. H. Clark & Sons, Galt, Mo.

DWARF Essex rape seed for immediate shipment. For particulars and price, apply at once to Kelway & Son, Langport, England. Cable: Kelway, Langport.

PERENNIAL Rye Grass, Italian Rye Grass and Crested Dogstail. Highest grades; re-cleaned and tested. C. L. F. U. S. Ports. Samples and offers on request. McClinton & Co., Belfast, Ireland.

Directory

Grass Seed Trade

ATCHISON, KANS.

Mangelsdorf Bros. & Co., The, wholesale seeds.

BALTIMORE, MD.

Scarlett & Co., Wm. G., whse. seed merchants.

Belfast, IRELAND.

Lytle & Sons, Ltd., John, Per. & Ital. Ryegrasses. McClinton & Co., wholesale, export & import.

McCausland, Samuel, ryegrass and dogstail.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.

Illinois Seed Co., The, grass and field seeds.

Johnson, J. Oliver, seed merchant.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds. Crawfordsville Seed Co., seed merchants.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmers Seed & Nursery Co., seed merchants.

GIBSON CITY, ILL.

Noble Bros., whse, seed merchants.

INDIANAPOLIS, IND.

Indiana Seed Co., The, Seed Dealers.

KANSAS CITY, MO.

Missouri Seed Co., who, exp. and imp.

Peppard Seed Co., J. G., wholesale seeds.

Rudy-Patrick Seed Co., wholesale seeds.

LAWRENCE, KANS.

Busch Seed Co., W. J., seeds and grain.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, field seeds.

Lewis & Chambers, field seeds.

Louisville Seed Co., clover & grasses.

MACON, GA.

Georgia Seed Store, field and garden seeds.

MILWAUKEE, WIS.

Courteau Seed Co., field seeds.

Milwaukee Seed Co., wholesale seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.

Minneapolis Seed Co., seed merchants.

Northrup, King & Co., wholesale seeds.

NEW YORK, N. Y.

Radwane, I. L., field & grass seeds, exp. Imprts.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc. The, whse. field sds.

ST. LOUIS, MO.

Kaercher-Schisler, F. & G. S. Co., seed merchants.

TOLEDO, OHIO.

Crumbaugh-Kuehn Co., alsike, timothy, alfalfa.

Hirsch, Henry, clover, alsike, timothy, alfalfa.

The Toledo Field Seed Co., clover, timothy.

TWIN VALLEY, MINN.

Heilberg Elevator Co., wholesale seed merchants.

RUDY-PATRICK SEED CO.
Alfalfa—Sudan Grass—Millet—Cane
KANSAS CITY, MO.

LOUISVILLE SEED COMPANY
INCORPORATED
LOUISVILLE, KY.
Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
OF ALL VARIETIES FIELD SEEDS

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
Wholesale
SEED MERCHANT
1805-9 Milwaukee Ave., CHICAGO, ILLINOIS

CLOVER FIELD
SEEDS
and

Crabbs Reynolds Taylor Co.
CRAWFORDSVILLE, IND.
CET IN TOUCH WITH US

FIELD SEEDS
AND ONION SETS
WE BUY—WE SELL
HARDIN, HAMILTON & LEWMAN
Kentucky

HENRY HIRSCH
WHOLESALE FIELD SEEDS
CLOVER—ALSIKE—TIMOTHY—ALFALFA
Our Specialty
All Other Field Seeds
TOLEDO — — OHIO

WE BUY AND SELL
FIELD SEEDS
Ask for prices or mail
us samples for bids

STOECKER SEED CO.
PEORIA, ILL.

MINNEAPOLIS
SEED
CO.
DISTRIBUTORS
CURITY
TRADE MARK
REGISTERED
BRAND
FIELD SEEDS
TIMOTHY and MILLET Our Specialties

We have for
IMMEDIATE SHIPMENT
New Crop

DWARF ESSEX RAPE SEED
ORCHARD GRASS
RED CLOVER
CRIMSON CLOVER
Carloads or less

I. L. RADWANE
83-85 Water St., New York, N. Y.
Write or wire us for sample offer.

WHY WONDER WHERE YOU CAN GET SERVICE OR SUPPLIES.
THE GRAIN DEALERS JOURNAL CARRIES THE ADVERTISEMENTS
OF ONLY THE BEST

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

FOR SALE—The famous Iowa 103 oats. 75c per bu. for cleaned oats. Address B. C. Knutson, Radcliffe, Iowa.

SEED CORN—The Famous Kaw Valley seed corn both old and new, hand selected, butted and tipped. Wm. F. Bolan Grain Co., Rossville, Kans.

FOR SALE—Alisike and Red Clover, superior quality, Wisconsin grown; any quantity. Samples on request. Oshkosh Seed Co., Oshkosh, Wisc.

Spring wheat for seed.

Marquis imported.

World's record yielder.

Successfully raised this climate.

Write for samples and price.

SOUTHWORTH & CO.
Second Nat'l Bank Bldg., Toledo, Ohio.

SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

WINTER VETCH
NEW CROP MICHIGAN GROWN
YOUNG-RANDOLPH SEED CO., OWOSO, Mich.

LOEWITH, LARSEN & CO.
CLOVER, GRASS AND FIELD SEEDS
NEW YORK CITY

FARM SEEDS WANTED
We are in the market and prepared to pay cash for any quantity of Timothy, Clovers, Timothy and Clovers mixed, Millet and Sudan Grass—also other field seeds. Send us samples, description, state quantity you have and quote cash price per bushel f. o. b. your station. Not too small nor too large. Address HYDE SEED FARMS, Pattonsburg, Mo.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

THE
ILLINOIS SEED CO.
CHICAGO, ILL.
We Buy and Sell
Field Seeds

Ask for Prices
Mail Samples for Bids

SEEDS WANTED.

WE WANT to buy cane seed, millet, sudan grass, alfalfa, clovers and cow peas. Fort Smith Seed Co., Fort Smith, Arkansas.

WE ARE always in the market for cool and sweet corn, or will dry your corn in transit. Wadsworth Feed Co., Warren, O.

WANTED—Medium, Mammoth, German Millet seed and beardless barley, true to name. Mail sample and price to Walter G. Trumpler, Tiffin, Ohio.

WE ARE in the market for medium red, mammoth red and alisike clover; amber and orange cane; sudan grass, german millet, orchard grass, red top, Kentucky Blue and rye grasses; cow peas and soy beans. Mail samples with prices to Peninsula Produce Exchange of Maryland, Pocomoke City, Md.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples.

Toledo, Ohio

SEEDS FOR SALE.

SUNFLOWER SEED for sale, carlots or less. Southeast Mo. Grain Co., Malden, Mo.

FOR SALE—Choice seed corn, oats and barley; car lots or less; samples and prices mailed on request. Square Deal Seed Farm, Allen Joslin, Prop., Holstein, Iowa.

FOR SALE—Thoroughbred Kentucky Blue Grass seed, grown on Elmendorf, the model farm of the blue grass section of Kentucky. Recent test by experiment station shows germination test of 90%. For samples and prices, write Elmendorf Coal & Feed Co., Inc., Lexington, Ky.

Milwaukee Seed Company

WHOLESALE SEEDS



104-106 WEST WATER STREET

MILWAUKEE, WIS.

Buyers and Sellers

Medium Mammoth Alsike,
White Alfalfa, Timothy, Grasses,
etc.

Mail Samples

Ask for Prices

"The Live Clover House"

FIELD SEEDS GRASS

Poultry Feeds

Timothy
Clover

Alfalfa

Millets

Cane

Kafir

Popcorn

Lawn Grass

The Albert Dickinson Co.

ESTABLISHED 1855

Minneapolis

Chicago

FARMER SEED & NURSERY CO.
FARIBAULT, MINN.

Always in the market for Timothy, Clover, Alfalfa, Kentucky Blue Grass and other Farm Seeds. Write us with samples.

CRAWFORDSVILLE SEED CO.

Crawfordsville, Ind.

CLOVER SEED
FOR SALE

Ask for Samples and Prices

Your Elevator's Wants Are Supplied in These Columns

Grain Elevators Wanted

Grain elevators in all sections of the country are in great demand at this time. If grain dealers who wish to dispose of their plants will properly place before the trade a complete description of the elevator they wish to sell they will find many buyers.

The most thoro and effective manner in which to place an elevator before the trade, is thru the "Elevators For Sale" columns of the Grain Dealers Journal. This enables you to place your proposition before over 6,500 possible buyers who recognize the Journal as the grain trade's accepted medium for "Wanted-For Sale" advertisements.

After running an advertisement in the "Elevators For Sale" columns of the Journal a few times we received the following letter from N. L. Layer & Son, Wyatt, Ind.:

We were more than pleased with the results our ad in the Journal gave us. We received 28 answers from parties who were interested, and the parties who bought first learned of our elevator through the Journal's advertising columns.

Letters from other users of the "Elevators For Sale" columns

We are in receipt of yours of the 20th and beg to state that thru your valued paper we have succeeded in selling our elevator. Helm Grain Co., St. Joseph, Mo.

We sold our elevator thru the advertisement in the "Elevators For Sale" columns of the Journal. John Ristvedt & Son, Paton, Iowa.

The Journal was a valuable aid in selling our elevator, which we had advertised in the "Elevators For Sale" columns. Newcomer & Delozier, Adair, Okla.

This is convincing proof that if an elevator in good repair, located in good grain territory, is offered to the trade thru the Journal, it will be sold quickly and without paying a commission. In each of the above cases the elevator was fully described, telling the prospective purchaser the essentials he should know to consider its purchase. This, together with the fact that the announcement was placed before the right men, brought quick and satisfactory sales.

Advertisements in this department cost but 20c per type line each insertion; 10% discount for cash.

Do you wish to sell an elevator?

Do you want to buy an elevator?

Whatever you wish, write full particulars to

For Sale-Wanted Dept.

GRAIN DEALERS JOURNAL

305 So. La Salle St.

Chicago, Ill.

GRAIN DEALERS JOURNAL

[Incorporated]

Published on the

10th and 25th of Each Month at

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A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms or for advertising a fake or a swindle.

LETTERS

On subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome.

QUERIES

for grain trade information not found in the Journal are always welcome. Address "Asked-Answered" department. The service is free to all.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.

CHICAGO, FEBRUARY 25, 1917

IF THE MONEY wasted on useless investigations of food product prices by aimless politicians were placed in a poor fund it would go far toward relieving the suffering.

WINTER WHEAT reports are very discouraging, and unless the growing grain is favored with better conditions during the next three months, the crop will fall far short of last year's crop.

CLOSING CHICAGO ELEVATORS because the eastern railroads failed to furnish empty cars for loading out grain has caused so much agitation the railroads are renewing their efforts to pull empties west.

GRAIN LADEN cars continue to arrive at terminal markets in a leaking condition, notwithstanding the loss per leak in dollars is greater than any time since bulk handling was inaugurated. Last month 3736 cars of grain were unloaded under the supervision of the Merchants Exchange Weighing Dept., at St. Louis, and of this number 125 were leaking at the grain door, 623 at the box and 17 at the end window. In these days of high priced grain it pays to cooper cars extra carefully.

MONTANA IS actually considering the erection of a state terminal elevator, not because the grain products of the state could be marketed more advantageously, but because the satisfaction of this particular whim seems to delight the growers.

CARS ARE so scarce and the few that do get loaded with grain move so slowly to destination, it behooves corn shippers to exercise more than ordinary care during the germinating season, lest it be necessary to remove the grain from box car with pick axes, when it does finally get to destination.

RULES GOVERNING the trading in cash grain at terminal markets will never be uniform unless all interested co-operate to attain the desired end. Shippers are much interested in this matter and owe it to their own business to use their influence in bringing about the changes necessary to attain uniformity.

SOME country elevators are not so full as their operators would like the railroads and the farmers to believe. It is decidedly unpleasant to tie up borrowed money in high priced grain when cars are not obtainable and markets are likely to be seriously afflicted with the slumps any day even tho an embargo is not placed on exports.

TIDEWATER atmosphere is sure to be very popular in storage elevators as soon as the Federal wheat grading rules are promulgated because all grain men agree that any wheat from the interior gains weight with storage at tidewater. Will someone invent a Tidewater Spray which can not be distinguished from natural atmosphere.

SEABOARD INSPECTION has always stood high with foreign buyers of corn, who have continued to buy on seaboard inspection long after the attacks by the Department of Agriculture on the condition of corn arriving on the other side had ceased. The slurs by the government on seaboard inspection never had any effect on the foreigners, however much it may have aided at home in getting large appropriations for federal grades. The recent recommendation by the Department of Agriculture that foreigners who have bot on western inspection contracts should have seaboard inspection substituted, if intended as an endorsement of seaboard inspection, is as futile as the Department's former condemnation, as seaboard inspection can stand with any inspection on its own merits. Does anyone seriously believe that the conferring of a federal license upon Catlin at Boston, White at New York, Foering at Philadelphia, Thomas at Baltimore, or Richeson at New Orleans endowed them with an integrity and ability they did not already possess?

THE SUBMARINE activities have forced so many cars to be used for warehouse purposes at the seaboard, that it has become next to impossible to move out the grain awaiting shipment at country stations. As it is, the supply of grain back in the country is much larger than even those demanding an embargo on exports had desired.

WILL YOU build a new elevator? Do not overlook your needs under the new Federal grades. More bins or first class cleaning machinery must be installed in every country elevator if grain of uniform quality is to be shipped across state lines. New grades for both wheat and oats will no doubt be promulgated before the next crop moves. Prepare now to avoid trouble.

STEALING FROM cars in railroad yards is a decidedly dangerous occupation in Canada. In this country the culprit generally receives a reprimand and a release. In Winnipeg last week a petty pilferer of freight cars was sentenced to five years in the penitentiary. Needless to say, that he will not commit this offense again very soon, and other light fingered gentry will take warning.

A FINAL hearing on the tentative grades for wheat, formulated by the Buro of Standards of the Dept. of Agriculture will be held in Washington, D. C., March 7th. In the meantime grain dealers interested who have any objection to register to the tentative grades proposed should write out their views clearly and fully and send them to the Chief of the Buro of Markets. The Chicago hearing, a report of which is published elsewhere in this number, proves that both millers and wheat dealers are taking an active interest in the proposed grades.

TO HANDLE the increasing volume of traffic the railroads of the entire country have been purchasing an average of 155,000 cars per year, except for the past two, when their purchases averaged only 60,000 cars, making a shortage from this reason alone of 190,000 cars. As prudent business men the railway managers could not in 1914 plan extensive purchases of cars when a period of hard times and forced retrenchment seemed probable. In the fall of 1914 the carriers who had made ready for a reduced volume of business found themselves confronted with an unprecedented demand for transportation growing out of the manufacture and shipment of war supplies; but they were deterred from investing in cars thru a fear that the war would end soon and our brief prosperity fade away. Money for equipment could be obtained only at high rates, and labor unions were threatening, so they pursued a watchful waiting policy that has brot disaster.

EVERYTHING IS being investigated nowadays, and even the Equity Cooperative Exchange of St. Paul has asked to be investigated, notwithstanding it has been but a year or two since it was investigated. If the investigations so frequently conducted at public expense ever resulted in any good to the public, they would be looked upon with more favor. The proposed food investigation for which the house has just appropriated \$400,000, can result in little good to anyone excepting the investigators who get the money.

A "PAY UP" campaign has recently been conducted by the Illinois Banker's Ass'n among the merchants of the state in hope of getting all business nearer to a cash basis. The favorite slogan, "I'll pay my bills so you can pay yours" has helped many retailers to better business methods and surer profits. The implement dealers have also been conducting a campaign for cash transactions and the elimination of charge accounts. All merchants who wish to realize a profit from their business efforts must recognize the necessity of shaking off the sponge and the dead beat. The country elevator man must stop giving free storage and advancing money to farmers without interest. All borrowers or beggars for credit must be sent to the banker, who will charge interest at the regular rates. The cash customer shud not be charged enough extra profit to cover the loss on the goods sold to the dead beat.

INCREASED COMMISSIONS on grain transactions are contemplated by the directors of the Chicago Board of Trade and are justified by the greatly increased cost of doing business due to the high cost of living. One feature of the service performed by the grain commission merchant as a part of his work that is not duly appreciated by customers is the guaranteeing of contracts. Many years ago Board of Trade members did not guarantee contracts, and customers had to bear the loss when the broker was unable to collect from the other party to the transaction. In the wildly fluctuating markets we are having during the war this security has been of immeasurable value to the grain trade. Instead of an arbitrary increase on all classes of trades it would be desirable to have a percentage system so applied that those who realized the largest profits from their trades should pay a higher rate. The broker who carries a customer's trade on his books over 30 days, perhaps showing a profit or loss of over 10 cents per bushel, should receive three times as much commission as the broker who closes the trade the same week it is made and if a trade is opened and closed the same day the commission should be reduced to the minimum, as the hazard of a trade not carried over night is negligible and the pits need the hourly participation of outside traders to maintain the continuous market.

EMBARGOES on the exports of all foodstuffs have been proposed frequently by thoughtless extremists both in and out of Congress, but no formal action is likely, as an embargo on exports would prove to be a distinct check on production, and cause higher prices than unrestricted exports. If an embargo is placed on the exportation of any commodity it must be placed on all. Any discrimination would result in much bitterness and thwart the purpose of the embargo.

will eventually effect a material reduction in the great number of cases now crowding the calendars of the courts.

The Excess Profits Tax.

In the eyes of some Federal law makers, business seems to be a crime, and its profits loot which should be turned over to the government. A bill known as the Excess Profits Bill, taxing the annual profits of corporations and partnerships exceeding \$5,000, which are in excess of 8% on the actual capital invested in the business, has already passed the Lower House of Congress, and is now pending in the Senate. This tax of 8% is in addition to the income tax of 2% on the net profits of corporations, the special excise tax on capital stock and the estate tax.

Many corporations and partnerships engaged in the grain business will, if this bill becomes a law, be taxed 10% of their net profits for the expenses of the Federal Government. It does not matter that their business has shown a loss each year for the last ten years, if they make a profit during 1917 aggregating over \$5,000 and exceeding 8% on the actual capital invested, they will be called upon to pay the Federal Government 8% of that excess profit, in addition to the various other taxes already levied.

When the income tax was increased from 1% to 2% on the net profits of corporations, it was considered a direct discrimination against the corporation, and in favor of the individual, who is not called upon to contribute on the first \$4,000 of his net income. The excess profits tax will be assessed against partnerships as well as corporations, but the individual, no matter how great his business, will not be called upon to contribute to the excess profit fund, or to the corporation income tax. The proposed law will surely prove a tax on thrift and a discouragement to business enterprise.

It is true the corporation has no vote, but the holders of its stock may awake to the rank discrimination against it, and insist that the burdens of government be distributed more equitably. So long as the great mass of voters do not feel that they are being taxed directly for the support of the government, they will exhibit no interest in the extravagance and waste of public money, but if the tax is spread, so that all voters shall contribute their just share for the government's income, then all will have a direct interest in reducing the expenditures of the government to a figure more in keeping with its actual needs.

Grain corporations who recognize the injustice of the proposed tax levy on so-called excess profits will promptly register a vigorous objection to the new tax with their representatives in the Senate.

Latest Advance of Arbitration.

Parties to many arbitrations of trade disputes or differences have felt time and again that the arbiters were not entirely conversant with the law bearing upon the contracts under consideration, hence could not be expected to render an entirely just decision. No doubt many decisions rendered by arbitration committees, in involved disputes, have been pure compromises, still the conscientious committee has striven earnestly to render a fair decision, in keeping with the facts as presented and understood by the members of the Committee.

Chicago's Association of Credit Men, recognizing the weakness in the old plan of trying to settle business differences before juries of men ignorant of the business, have introduced a bill in the Illinois legislature which provides for the settlement of trade differences among business men who so desire, before three arbiters from the line of business involved, who shall determine all questions of fact, while the courts will be called upon to pass upon questions of law. Arbitration will not be compulsory, but after the disputants have agreed to arbitrate their differences, the arbiters are empowered to compel a disclosure of all facts bearing on the dispute.

The experiment will be watched with close interest by business men in all sections of the land. It does not seem possible that arbitrations before a judge and a committee should result in so much injustice and dissatisfaction as the present system of trying cases before juries formed of men unfamiliar with any business.

Arbitration by men engaged in the line of business involved has always been more satisfactory than settlement before a jury, because such arbiters generally are well posted on the business and can generally perceive who is at fault in the controversy. The absence of the attorneys with their abuse and deception, leaves the arbiters to pass on the points involved free from prejudice and bitterness.

Bringing the courts to the assistance of the trade arbiters, to pass upon the purely legal questions involved, will surely result in the prompter and fairer settlement of all trade differences and

"The Handwriting on the Wall."

Sec'y Quinn of the National Ass'n has attempted to prove the correctness of his prediction made at the St. Joseph meeting that the Government would soon control and direct all business; and to justify political supervision by the claim of efficiency, such as will be necessary to meet the competition of the belligerents, after they have ceased fighting.

It is not yet certain that the crowned heads responsible for the greatest cataclysm of the world will direct any government after peace is settled, but it is clear that the people who compose the military hordes are sick and tired of the aimless contest and would gladly put an end to all wars. The oppression and petty regulation placed upon the individual for the satisfaction of the whims of royalty will continue to drive self respecting emigrants to America in a perpetual stream, just as has been done since the days of our pilgrim fathers. The United States is made up largely of liberty loving men and women, who will oppose any Federal restriction of their present rights as citizens, just as bitterly as they would contest an infraction of the nation's rights. Our people are not too proud, neither are they too cowardly to fight for the rights of our nation and our citizens. We are not at war, neither are we likely to be at war after the present senseless slaughter ceases, so there seems to be no excuse for our government's adopting the European war policy of rigid regulation and direction of business. Surely the members of the National Ass'n have not voiced a demand or expressed a desire for such regulation. While all American business men would quickly come to the aid of the government in case of war, they expect it and their trade organizations to help them to better business conditions in days of peace, without the sacrifice or suppression of the individual.

The grain dealers of the country can not contemplate the proposed revolutionary policies of government without remembering the cowardly surrender of Congress to the railway trainmen last fall, and wondering if their own business under the proposed supervision would be ruined by other cowardly congressmen seeking re-election.

The cry of the civilized world is for peace and for the suppression of imperial militarism that plunges nations into warfare in ruthless disregard of the rights and lives of individuals. If the law makers at Washington presume to see in the regulations forced upon business by some of the monarchies now at war conditions necessary to the success of American business, then it is up to them to consult with the people directly affected before proposing to ape the European autocrats. Our politicians have never been noted for their knowledge of business or its needs.

The business men of the United States are not disposed to bow their heads in meek submission to the governmental direction of their business for the promotion of any imperialistic schemes the politicians now in Washington may have in mind.

The members of the Grain Dealers National Ass'n have not yet expressed themselves as favorable to any such domination and we doubt very seriously that they ever will do so, even tho the party in power may point real bayonets at them.

Track Scales Not Wanted.

Can anyone tell just why the railroads should select the unreliable track scale for determining the weight of grain at point of shipment? The most expensive to install, the easiest to get out of working condition and the most expensive to keep in working condition, the track scale is not suited to the needs of the country elevator operator. If properly installed it represents entirely too large an investment for the volume of business generally handled thru the country elevator.

By specifying track scales the railroads clearly expose their insincerity. For years they have made settlement on the basis of weights obtained on the scales now installed in country elevators, and the mere enactment of the Pomerene B/L Law does not justify a complete reversal of their practice.

The grain dealers are just as competent to determine what shall constitute "adequate weighing facilities," as are the railroads, and it is up to them to insist upon having a voice in the determination of what shall comply with the letter of the law. It is arrogant impudence for the railroads to take unto themselves all say in the matter. The shippers should protest vigorously and insist that their present weighing facilities have the same recognition and credit given them heretofore by the railroads. We think a few law suits would serve to place the railroads on the defensive, and when it comes to their proving that the present weighing facilities of the grain elevator operators of the country are not adequate, they will experience a real difficulty, for their present contention is in direct defiance of their former practice.

Grain shippers should refuse to stand for the ridiculous regulation recognizing track scales as the only scales adequate for weighing grain into cars. A few stalwart fighters can easily get the matter properly presented to judge and jury and secure that recognition of the elevator man's present weighing facilities to which they are fully entitled by their past work.

The railroads know, just as well as anyone interested, that the grain shippers do not want pay for grain which they do not put in cars, and if the railroads can at any time prove that the present weighing facilities cannot be considered reliable, then the shippers will gladly make changes and repairs that will place their

weighing facilities above question. The present position of the railroads is untenable, and in view of the fairness exhibited by the grain shippers in every proposition presented by the carriers during the last few years, none of them can seriously consider the installation of expensive track scales. It is time for the railroads to back up and be reasonable without a fight.

1916 Improvements.

The year 1916 will long be remembered as a year of remarkable activity in the building of grain elevators. Statistics compiled from our own files and from the reports received from architects and contractors specializing in grain elevators show that 1,066 country elevators and thirty-three terminals were erected, while 215 were enlarged and 212 were overhauled. Montana leads with 152. Kansas came second with 141; Illinois third with 94, and North Dakota fourth with 82. The figures by states follow:

	Country elevators	Terminal elevators	Enlarged	Overhauled	Electric motors installed	Engines installed	Burned	Damaged by fire
Arizona	12	1	1	1	1	1	1	1
Alabama	1	1	1	1	1	1	1	1
Arkansas	6	1	1	1	1	1	1	1
Canada	71	9	12	12	19	17	2	2
California	8	2	2	2	2	2	2	2
Colorado	26	1	2	1	5	1	3	3
Wash., D. C.	1	1	1	1	1	1	1	1
Idaho	32	5	3	3	1	1	2	2
Illinois	94	3	15	25	18	19	33	18
Indiana	34	1	10	16	22	11	15	9
Iowa	45	1	24	26	28	10	11	6
Kansas	141	1	29	21	8	26	13	7
Kentucky	8	4	4	4	3	2	1	1
Louisiana	4	1	1	1	1	1	1	1
Maryland	2	2	1	42	2	2	1	1
Michigan	14	1	11	11	4	6	10	4
Minnesota	26	5	17	13	35	4	21	6
Missouri	39	4	3	8	1	8	7	6
Montana	182	4	4	3	3	8	3	1
Nebraska	52	14	21	17	21	17	9	9
New England	3	4	2	2	2	4	6	6
New Jersey	1	1	1	1	1	1	1	1
New Mexico	2	1	1	1	1	1	1	1
Nevada	1	1	1	1	1	1	1	1
New York	8	2	3	3	2	2	7	7
North Dakota	82	1	15	19	4	29	21	12
Ohio	26	5	15	14	10	12	7	7
Oklahoma	36	11	9	1	12	11	8	8
Oregon	11	3	2	2	1	1	1	1
Pennsylvania	6	2	3	1	1	6	2	2
South Dakota	43	6	8	2	13	15	4	4
South East.	6	2	2	2	1	1	3	3
Tennessee	4	1	1	1	1	1	3	2
Texas	31	8	3	7	5	8	10	10
Utah	3	2	2	2	2	3	5	5
Washington	27	2	2	2	2	3	5	5
West Virginia	1	2	4	3	58	2	8	8
Wisconsin	17	2	1	1	1	1	1	1
Wyoming	2	1	1	1	1	1	1	1
Total	1,066	33	215	212	275	211	259	150

Reports from elevator builders and grain dealers indicate even greater activity during 1917, and if the spring wheat states approach harvest with fair prospects for a good crop, they will build many more elevators than last year. No doubt the states of Montana, Idaho, Oregon and Washington will lead all other sections in the number of new elevators built, but the southwest promises to press forward for prominent mention. The high prices prevailing for labor and materials may check the building desire in some states, but wherever crop prospects are promising the cost will be given slight consideration because better facilities are absolutely essential to the economical handling of high priced grain.

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Book on Grain Hedging?

Grain Dealers Journal: Where can I obtain a book on grain hedging and the protection of grain sales?—E. Koenig, Utica, S. D.

Ans.: "Hedging and Grain Speculation" is the title of a pamphlet recently written by J. Ralph Pickell and published by the Rosenbaum Grain Co., copy of which will be sent upon request. It discusses in detail the advantages of hedging. Good articles on hedging have been published in the *Journal* as follows: Geo. A. Wegener, Chicago, page 601, Oct. 25, 1915; Jas. H. Sherman, Wichita, Kan., pages 825-6, May 25, 1916; and E. R. Stripp, Kansas City, pages 138-9, July 25, 1916.

Shipper Not Liable for Additional Freight.

Grain Dealers Journal: We sold a quantity of grain to an Indiana firm track our station basis thru rate to New York. The grain was loaded and billed as buyer directed. On account of congestion the railroads routed cars via different railroad and junction points than billing called for. This caused additional freight charges to accrue which the receiver has deducted from the balance due on these cars. Can they properly charge this to us or is it their place to collect from the railroads.—Glenn R. Swank & Co., Williamsburg, Ill.

Ans.: The Interstate Commerce Commission having held that shipper is entitled to the lowest rate called for by billing the carrier must refund the extra charge. Buyer had no more right to collect the extra charge by deducting from balance than he had to deduct the regular freight, and as shipper sold basis his station he has nothing to do with the freight, refund which should be collected by the buyer from the carrier.

Can Wheat Be Cleaned with Small Power?

Grain Dealers Journal: We are thinking of equipping our elevator with cleaning machinery, and would like to know if it would be possible to get a machine which would take the chaff and straw out of grain at a fair rate, without removing any of the good grain, and without requiring too much power. We do not wish to shut down the rest of our elevator when we are cleaning. We would want a machine with a capacity for cleaning about 400 bus. of wheat an hour. We would also like to have screens which would enable us to separate wheat, corn and oats. We have floor space about 7' 6" x 10' with 20' head room. Any information that would be of assistance to us will be greatly appreciated.—Farmers' Shipping Ass'n, Roy R. Wright, Mgr., Helena, Okla.

Ans.: It should be a very easy matter for you to obtain a machine to make all the separations you desire, excepting removing oats from wheat, and with very little expense for power. We would suggest that you get in communication with the leading manufacturers of grain cleaners whose announcements will be found in the *Journal*. They can tell you the work each machine will do and the amount of

power needed. For separating oats from wheat you will probably require a different machine, but the expense for power will be small.

Missouri Grain Rates.

Grain Dealers Journal: In reply to Mr. Hughes with regard to the difference in rates complained of by him in this column Feb. 10 I would say the Interstate Commerce Commission rendered an opinion which left the matter of the adjustment of the rates within Missouri up to the Public Service Commission, 34 I. C. C. 341. The Interstate Commerce Commission's decision required that no higher rates should be charged on interstate traffic than on state traffic but did not name any figures; thereupon, the Missouri Commission allowed the railroads to increase their rates substantially back to the old figures in all the territory north of the Missouri River, so the present rate is 8c lower to St. Louis than to Chicago, which is the basis that was in effect before the establishment of the state rates.

There are no different rates on state business than on interstate business now. Mr. Hughes may write to the Public Service Commission of Missouri and ask them why they allowed the rates to be increased to the extent that they did.—Chas. Rippin, Traffic Commissioner, Merchants Exchange, St. Louis, Mo.

Tender on Contract?

Grain Dealers Journal: A mill bought 1,000 bus. of wheat by telephone and confirmed by written confirmation. This confirmation was signed by the purchaser, the seller tendering only 56,400 pounds of wheat. This was the invoice with the B/L, also B/L showed bad order notation. The purchaser declined to accept the B/L and pay draft. First, because they didn't tender the full 60,000 pounds as per contract; second, because of the bad order notation on the B/L. The purchaser then requested the shipper to complete contract by loading 1,000 bushels in car, also wanted B/L in good order. The seller refused to offer further compliance with the contract.

The purchaser filed suit against the seller. The defendant did not plead the "statute of frauds" either by demurrer, special plea or in their answer. Instead the defendants admitted the contract and plead the full and complete tender of performance and other matters in confession and avoidance other than the statute of frauds. An objection was made to the introduction of evidence after the jury was empaneled. The court sustained the objection and dismissed the case.

Could the defendants after having admitted their contract plead a full and complete tender of performance at the trial and avail themselves of the statute of frauds, not having raised the question either by demurrer, special plea or answer?

Would such an answer as above detailed constitute a waiver of the statute of frauds?—A. N. Weston.

Ans.: Having gone on record in court as admitting the contract the seller defendant can not thereafter deny the contract or plead the statute of frauds.

Not having mentioned the statute of frauds the answer is not a specific waiver of that statute, but the effect is the same as of a waiver.

Short delivery is not ground for refusing to pay draft, as the ass'n rules cover settlement for the short delivery.

If bad order notation indicated mechanical damage to car purchaser could not refuse to pay B/L. If the notation showed that the grain had deteriorated in quality,

so that it was not of the grade purchased, purchaser could refuse the wheat or demand an agreed discount.

Rule For Placing Loading Spouts.

Grain Dealers Journal: Will a reader of the *Journal* give me in this column a rule or some standard to go by in locating the loading spout in a grain elevator? I have seen many loading spots, but no two alike, so no rule could be used in putting in the spout. I have put in several spouts, but as to whether I have utilized all of the fall available is a question. I place the upper end of the loading spout centrally and most suitably to discharge the grain. Then I line thru the pipe and move the lower end until I can see the outside rail of the track, and then draw up the pipe until there is no danger to it from a large freight car or locomotive cab.—M. J. O'Meara, Murrayville, Ill.

Interest on Draft Not Taken Up.

Grain Dealers Journal: Could a company be held for interest for letting a draft lay in the bank and not taking it up? We have had, in the last month, three drafts lay in the bank for about 30 days without being taken up. Could we lawfully hold this company for the interest on these drafts?—T. G. Jewett & Sons, Portsmouth, Ohio.

Ans.: A buyer of grain on terms requiring him to take up draft on presentation violates his contract by failing to do so, and becomes liable for any loss resulting to the seller, including the payment of interest.

If the company was not a buyer, but simply handling the grain on commission, the shipper must pay the interest under the rules of most exchanges until the commission merchant takes up the draft and effects cash settlement with the buyer. When not covered in the contract the matter of payment of interest is governed by custom or the rules of the market.

Cost of Handling Grain Thru Elevator.

Grain Dealers Journal: Has the *Journal* any data on cost accounts for grain elevators handling from 70,000 to 200,000 bus. of grain each year? We would like to have cost records for seventy, hundred, one hundred fifty, and two hundred thousand bu. plants.—The Morrow Grain Co., Wabash, Ind.

Ans.: For the elevator at Dawson, Ill., the E. B. Conover Grain Co. reported in the *Grain Dealers Journal* for Aug. 25, 1914, interest on investment of \$7,500 @ 6%-10% mos., \$393.75; interest on average capital used, \$7,500 @ 6%, \$393.75; total expense, including taxes, ins., supplies, repairs, etc., except labor, telegraf, telephone, power, \$926.14; agents salary, \$787.50; loss because of unforeseen discounts, 3/4c bu., \$483.42; natural shrinkage loss account cleaning and loss in transit: 183.1 wheat @ 80, \$146.53; 103.31 corn @ 60, \$62.13; 168.3 oats @ 35, \$59.12; expense of selling, \$788.50; making a total cost of handling 96,684 bus., \$4,500.22, or an average net cost per bu. of .0465c.

Another estimate which includes interest on investment, interest on capital in use to handle crops, salaries, insurance and taxes, repairs, expense, fuel, extra labor, etc., and 3/4 of 1%, loss in cleaning and discounts, on 150,000 bus. handled, places the average cost of handling at .0385c per bu.

An estimate on handling 300,138 bus. thru the elevator at Indianapolis, Ill., but which does not include allowance of discount for off grade, but does include \$200 for trips to conventions, and to investigate off-grades and depreciation of 7%, places the average cost per bu. at .0289c.

An estimate on 383,870 bus., including discount account off grades, \$150 for trips to conventions and to investigate off-grades, and \$861 for loss of grain in transit, places the average handling cost per bu. thru the elevator at Cerro Gordo, Ill., at .0287c. These figures show that the greater the number of bus. handled the smaller will be the average cost per bushel.

Who Distributes Rag Doll Seed
Corn Testers?

Grain Dealers Journal: Will the Journal kindly advise us from whom we can procure Rag Doll Seed Corn Testers?—King-Wilder Grain Co., Cedar Rapids, Ia.

Ans.: Rag Doll Seed Corn Testers are distributed by the Crop Improvement Ass'n and can be secured by addressing Bert Ball, Board of Trade Bldg., Chicago.

I COULD NOT get along without the valued Grain Dealers Journal.—R. C. Stewardson, Arthur, Ia.

WE LIKE the Grain Dealers Journal very much, and think it is the best for grain dealers that is printed.—J. D. Adams, Eudora Mills, Eudora, Kan.

GRAIN CARGOES from Boston recently for export included the Inveric, for Havre, France, with 280,000 bus. of oats, and the Arrino for St. Nazaire, France, with 105,000 bus. of oats.

I CONSIDER the Grain Dealers Journal one of the best grain papers published. It is a great help to the grain dealer as its reports are reliable. It is always welcomed in my office.—T. H. Jarman, Bolivar, Mo.

Our Callers

E. F. Froming, Eldora, Ia.

W. N. Williams, Newark, Ill.

W. H. Corbet, mgr. Reed & Co., Argos, Ind.

C. L. Douglas, prop. F. W. Bailey & Co., Cedar Rapids, Ia.

Leaking
in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

.....203554 was set out at Utica, S. D., Feb. 21, in bad order. Railroad report was hot box but the doorknob is broken.—E. Koenig Elvtr. Co.

C. & N. W. 112646 passed thru Germania, Ia., Feb. 6, leaking barley at end of car, which was smashed. Billed from Brandt, S. D.—C. L.

U. P. 73553 passed thru Shadeland, Ind., eastbound, Feb. 14, leaking wheat in a stream over rear trucks on side of car. Had no chance to repair as train did not stop. Notified agt. at Lafayette, who said he would report it to car repairers when train reached that point.—W. F. Noble, with Robert Alexander.

R. I. 28411, loaded with shelled corn, was wrecked a short distance west of Brooklyn, Ia., Feb. 18. Transferred to another car on Feb. 19.—Brooklyn Lumber & Grain Co.

L. & N. 65189 passed thru Granville, Ill., Feb. 17, eastbound on C. M. & St. P. R. R., leaking corn at side door.—H. L. Dysart, mgr. Farmers Elvtr. Co.

G. N. 12480 passed thru Hamlet, N. D., Feb. 15, eastbound, leaking wheat at side door.—John Kneisel, mgr. John Kneisel Elvtr. Co.

D. T. & I. 7485, loaded with barley, on siding at Keystone, Ia., Feb. 14, with a broken floor. Three large piles of barley in the yard, containing about 200 bus. in all.—Carl R. Morse, agt. King-Wilder Grain Co.

T. & O. C. 13082 passed thru Eldora, Ia., recently with corner of car torn out. About 300 bus. of oats leaked out in the yards.—E. F. Froming.

St. L. & I. W. 123666 passed thru Stanwood, Ia., Feb. 7, leaking yellow corn. Reported same to C. & N. W. Ry. agt.—Jas. P. Christiansen, agt. King-Wilder Grain Co.

P. M. 31260 passed thru Midland, Mich., Jan. 31, leaking wheat at side.—A. J. Goulet, mgr. Orr Bean & Grain Co.

Grand Trunk 26088 passed thru Ft. Wayne, Ind., Jan. 30, on the Nickel Plate, loaded with yellow shelled corn, and was wrecked in the West Yard.—Kraus & Apfelbaum.

C. H. & D. 4115 passed thru Harrisville, Ind., Jan. 27, on C. C. C. & St. L., leaking corn at end over drawbar; car was badly bulged on sides and end.—Wm. H. Holdeaman, agt. Pierce Elvtr. Co.

Coming Conventions.

Feb. 28, Mar. 1.—Farmers-Grain Dealers Ass'n of North Dakota at Fargo, N. D.

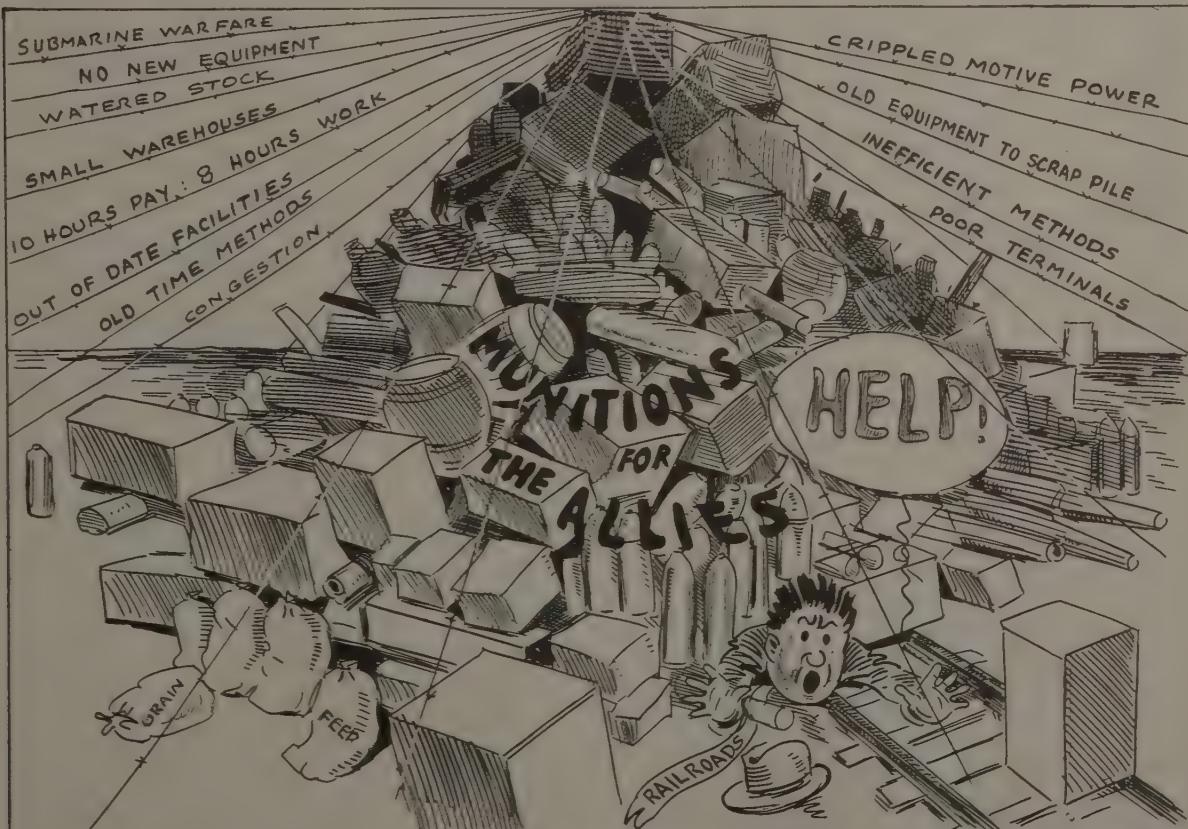
May 9, 10.—Illinois Grain Dealers Ass'n at Springfield, Ill.

May 29, 31.—Kansas Grain Dealers Ass'n at Kansas City, Mo.

June 19.—American Seed Trade Ass'n at Detroit, Mich.

July 24, 26.—National Hay Ass'n at Chicago, Ill.

Sept. 24, 26.—Grain Dealers National Ass'n at Buffalo, N. Y.



Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Quick Action by Shippers Needed.

Grain Dealers Journal: I note an article in the Jan. 25th issue of the Journal on page 162, under caption "Adequate Weighing Facilities." I think that would be the logical way to settle the question, in fact that is the only satisfactory way in which it can be settled.

Another article in the issue of Feb. 10th, page 223, relative to carriers charging shippers for weighing, is very interesting. I would like to ask what right has the carrier to interpret the Pomerene law, and force their own interpretation on the shipper? They specify a track scale as adequate facilities, when it is a fact that a hopper scale properly installed and maintained is far more accurate. The shipper should say the same to the carrier as the carrier has said to the shipper relative to installing track scales in Illinois, "Not practical."

I wonder what the carrier would think if the shipper would undertake to revise M. C. B. rules and try to force such revisions on the carrier. The grain trade is vitally interested in this matter, and it seems to me that the various associations should get busy. So far as I can ascertain from shippers they seem to be ignoring the matter. It is quite certain that if they remain dormant and let the carrier do the dictating they will come out the little end of the horn. Neither the shippers or the receivers in terminals are taking any steps to uphold their rights in the matter.

You have a good editorial in last issue relative to political aggravation, etc. The politicians do not know what they want and the farmers never did. It's a hard combination to beat. If a farmer would ask his congressman to introduce a bill that would prohibit a grain dealer from wearing shoes in winter, he would do it, and if regulation goes much farther he will go both barefooted and bareheaded, voluntary.—H. C.

Oregon to Have Bulk Elevators and State Inspection.

Grain Dealers Journal: We had a large and enthusiastic meeting of grain growers, shippers, millers, and exporters, and had a very successful convention. The spirit of the convention was to the effect that we needed grades in Oregon, and that bulk handling was very necessary. As the fruit of this convention a very strong sentiment in favor of bulk handling has grown up, and Astoria, Ore., is making preparations for caring for bulk grain. Also, the Commission of Public Docks, of Portland, is going to put before the voters of that city this spring a proposition to issue bonds for the purpose of building bulk terminal elevators. A bill is now before the Legislature to provide state grain grading and inspection in Oregon, to take care of those fields in grain which are not under the supervision of the Federal Grain Inspection Supervisors.

The thing which has done much to hold back the bulk handling movement has been the lack of terminal facilities and the indifference of coast cities, in the matter of providing such facilities for the grain growing area east of the mountains. However, there is a determined movement on the part of farmers, and since many bulk elevators have been built and many more are planned and more are being contracted for, the coast cities are beginning to see that they must provide bulk equipment, or lose their business in grain handling. Numerous meetings are being held at interior points now, leading to the organization of elevators, and this movement is greatly stimulated by the very high price of sacks. Also, I think, the advent of Federal supervision is going to do much to stimulate the interest in bulk handling.—G. R. Hyslop, Professor of Farm Crops, Corvallis, Ore.

Grain Sold on Western Inspection Should Be Reinspected at Seaboard.

Grain Dealers Journal: With regard to the opinion expressed in the Journal Feb. 10 on page 218 that "When a seaboard exporter sells grain on Western inspection he ought not to be required to furnish a second seaboard inspection certificate when the contract does not call for it," I would state on behalf of the seaboard markets, that it is necessary for every car of grain to be inspected on its arrival at the seaboard, regardless of former inspection, Government or otherwise, in order that it may be properly assigned with the same quality or with the new grade that it may receive at the seaboard. This duty cannot be left to railroads, it must be performed by the official grain inspection department, otherwise there would be no end to errors by improper storing in the elevators.

Let us assume that the suggestion that the Western inspection is the final and only inspection; will the Journal kindly inform us who is to defray the operating expenses of the seaboard inspection departments, amounting to several hundreds of thousands of dollars yearly? Will your Western inspection departments assume that expense? So far the Government has not been willing to do so. Our operating expenses recently, since the adoption of the Standards of the U. S. Dept. of Agriculture for corn, under the Grain Standards Act, have increased considerably and when grades are promulgated for the other cereals, our operating expenses will be very considerably more than they were before the Grain Grades Act became effective. This suggestion instead of giving us additional revenue to meet the increased operating expense, would decrease our revenues 50%.

There is, however, a more serious reason for the inspecting of all grain at the seaboard, both in and out; because, grain does not carry from Western states to the seaboard without changing its moisture content and quality, even when traffic is normal, much less so under present conditions.

We do not believe that the Journal upholds for one moment, the loading of grain on a vessel by a merchant, altho his contract would be on Western inspection, if the grain arrived at the seaboard in bad condition, but it is our opinion that unless compulsory inspection of all seaboard shipments be made the rule, the door will always be open to unscrupulous

merchants selling both Seaboard and Western inspections, to substitute grain arriving inferior to Western inspection on the Western certificates, applying the grain that reached the Seaboard in good condition against Seaboard sales. The merchant having Western inspection certificates might easily load damaged grain and use the Western certificate of inspection to obtain payment for something inferior.

I might give as an example; a merchant having sales of seaboard No. 2 grain might buy the same grade in the West, but because of deterioration in transit the grain might arrive at the seaboard hot and the same merchant having cargoes of Western inspection sold, it would be very convenient for him to apply the grain that arrived out of condition on a sale on Western inspection, he having the certificates of the Western Inspection Department; or, if he had no sales of Western inspection made abroad, he could quickly make them, and his seaboard inspection contracts could be very conveniently filled with other grain that arrived in good condition.

As I see it, it will only be a question of time when the foreign buyer will make all of his contracts on seaboard inspection; it will be his only safeguard from grain deterioration in transit from the interior to the seaboard.

I feel that the opinion rendered by Mr. Brand regarding the inspection of all new shipments will stand, and I hope it will.—L. G. Graff, pres. Commercial Exchange, Philadelphia, Pa.

Indiana Bill to Legalize Weights Killed.

Grain Dealers Journal: At our Annual Meeting Jan. 10th, a resolution was adopted with reference to the bill of lading provision concerning weights.

We presented to the Indiana General Assembly a bill providing for *official weighmasters* to be appointed by the State Commissioner of Weights and Measures. Weighmasters to be appointed at any place upon proper application and showing as to fitness, their facilities for weighing being under the supervision of the State Commissioner of Weights and Measures and required to be approved by him or his authorized deputies. This bill we had hoped would go through, but yesterday it was killed in the House.

The bill provided that a certificate of the weighmaster when qualified, as above indicated, to be competent evidence in any court of record in the state. While the Pomerene bill itself did not make the facilities approved by the state, "adequate facilities," under the provisions of the bill of lading, yet the legal effect would have been the same and we had hoped to accomplish this fact not only for the purpose of bettering the weighing facilities, generally, throughout the state, but that we would have "adequate facilities" under the bill of lading when the court had the opportunity of passing on the question, because any facilities thus approved by proper legal authority would be held adequate by the courts and of course the carriers would have accepted the same, but the bill was defeated.

I do not feel that the carriers have the legal right to define the facilities specifically as the whole question is one that the courts will have to determine in each instance in the absence of proper legislation, if the railroads assume an arbitrary attitude as indicated in the case of the Chicago & Northwestern R. R. Co.

reported in the Grain Dealers Journal of February 10th.—Yours truly, Chas. B. Riley, Sec'y, Indianapolis, Ind.

A Suspicion Confirmed.

Grain Dealers Journal: Recently we made a shipment of corn to Peoria, Ill., over the C. R. I. & P. Ry. The next day the conductor that hauled the load of corn came in the office, and said Car No. so & so was leaking during the haul, and that he repaired the car in transit. I asked if he had made report of same, and he said yes, that he wrote across way bill that car was repaired in transit, also notified division freight agent that car So & So was repaired in transit, that it had sprung a leak.

Now it has always been a suspicion with us that cars springing a leak in transit, and repaired by the railroad crew, and not leaking at destination, would receive a no-leak condition blank, by the unloader, and such is the case, for the condition blank furnished with above car corn in question shows no-leak detected. Now the railroad knew that this car leaked in transit, for the report was made by the conductor. The report should have followed the car, and made to that effect, as it is we will now experience difficulty in collecting our claim. Had it not been for the conductor's kindness in telling us, we would not have known about the leak. While we would have noted the shortage, we would not have known what caused the shortage.—Very truly, The Davis Grain Co., Toulon, Ill.

Suggestion for Automatic Pulley Release.

Grain Dealers Journal: I notice that many grain elevator fires originate from the head pulley, and no doubt many of them can be traced direct to the choking leg, which causes elevator belt to remain stationary, while the head pulley is running. It is easy to understand that this great friction is likely to start a fire.

If all leg drives were equipped with an automatic release, I believe no more fires would be charged to the choked leg. I have designed an automatic release, which I believe would always relieve the head pulley before breaking the leg belt or burning it in two with friction.

In the drawings herewith, A represents the head pulley, B the driving sprocket on the shaft E, and C the release box. The

release is composed of two parts which intercept one another, and transmit the power from the sprocket wheel to the shaft. D is keyed to the shaft E, while C is attached to the outer case which connects with the driving sprocket. When the dog, I, which is held in place by the spring, H, intercepts D-2, both parts of the release revolve with the sprocket and carry the shaft and the head pulley around at the same speed.

When the head pulley becomes overloaded, the spring is compressed and releases D, thus permitting the head pulley to remain idle, altho the sprocket pulley and C are revolving at the usual speed. After the leg obstruction has been removed, the intercepting parts of the release can be set as before, and power be transmitted to the head pulley.

If any elevator operator has a suggestion which is better than this, for overcoming the dangers of leg chokes, he should make it known through the Journal's columns. Yours for safer equipment. C. W. Jackson, Geary, Okla.

SUBMARINES have sunk an increased number of boats since Feb. 1; but the number is comparatively small compared with the number of boats passing in and out of British ports. The increased hazard has been effective in cutting down the number of vessels sailing to destinations within the forbidden zone. Vessels controlled absolutely by the British admiralty are leaving regularly with war munitions and grain, and a few other ships are braving the dangers by promising their crews 100 per cent bonus. The agents of one American line held their steamship in New York and wrote those having shipments aboard to make other arrangements if they wished prompt dispatch. The shipmasters' fear of the submarines is reflected in the falling off of sailings from the Atlantic seaboard. At Baltimore only 6 ships cleared with grain during the week ending Feb. 17. Their destinations were Liverpool, Hull, Calais, Rotterdam, Denmark and Marseilles. During the preceding week, before the submarine threat had gone into full effect, 20 ships left Baltimore with grain, and during the week ending Feb. 3 18 ships left Baltimore with grain or flour. Sir Edward Carson, first lord of the British Admiralty, said in the House of Commons Feb. 21: "The submarine menace is with us. It is grave and the seriousness of it is growing. As yet we have no satisfactory solution."

War Affecting the Grain Trade.

A LARGE FLEET of grain-laden ships from Baltimore, Newport News, Philadelphia, New York and Boston was met off the Virginia capes recently, it is said, by a flotilla of fast English and French war cruisers and torpedo-boat destroyers, which will convoy it across the Atlantic.

A SUBMARINE sank the Greek ship Spyros in the harbor at Las Palmas, Canary Islands, on Dec. 6, according to the story of two Greek boys who were members of the crew. Laden with grain, the Spyros, en route from Buenos Ayres to Hull, England, put into Las Palmas for coal.

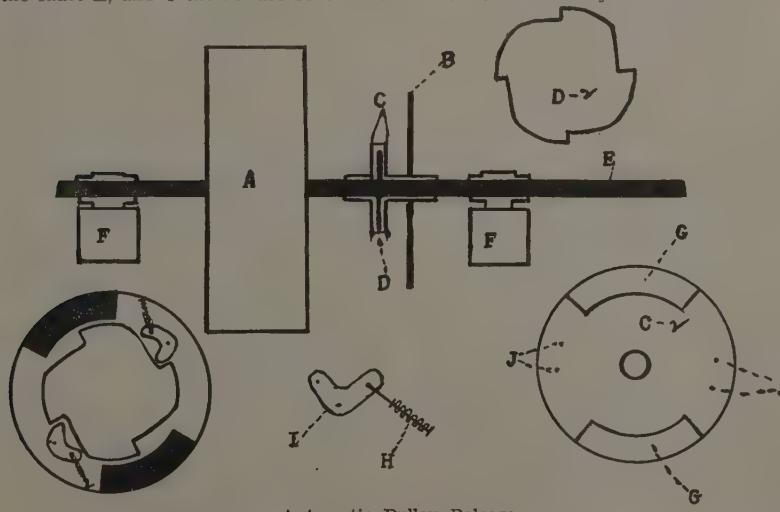
A RECENT REGULATION in Great Britain provides, according to Consul General Robert P. Skinner, London, that no person shall buy abroad or arrange for the shipment to or from the British Empire of goods exceeding 1,000 tons in weight except with the written permission of the Board of Trade.

THE CENTRAL AND ASSOCIATED CHAMBERS of Agriculture of England thru their council have urged in resolutions the fixing of a *minimum* price for wheat and oats for at least four years, with four years' notice before the minimum is withdrawn, and call the attention of the Food Controller and the President of the Board of Agriculture to the great hardship and unfairness that arose from the fixing of maximum prices for the 1916 crop.

THE ZEAL OF GROWERS would be much greater if we had not so many official prices which are so many causes of discouragement. Owing to the official prices for wheat, oats, bran, rye and barley, business was very difficult; many buyers would not hesitate to pay above the official limits owing to the urgency of their requirements, but the risks of so doing are considerable and not willingly incurred. Trade is thus more and more paralyzed without profit for anyone.—Paris correspondent *Corn Trade News*.

THE BRITISH government has abandoned the maximum prices that it recently announced would be paid for the 1917 potato crop, and in their place minimum prices have been fixed. This decision was arrived at owing to the complaint made by many potato growers that the fixed prices previously announced by the government would involve the risk of serious loss to a large number of producers. It was further feared that the fixing of a maximum price might have a tendency to considerably reduce the acreage. The previous maximum prices are now declared to be guaranteed minimum prices.

AT THE PRESENT TIME there is general hope that when peace comes all these unnatural measures will be abolished, that the scarcity of rations will cease, and that everyone will buy and eat so much as he desires. This hope, however, is deceptive. We must reckon that for a certain time, perhaps for many years, there will be a further curtailment of consumption and the rationing of the necessities of life. In the coming years of peace Germany will be thrown on her own resources almost exclusively, and, as regards food, we shall have to make do with what is grown within our own borders. The necessity for this, in the first place, arises from our trade and financial conditions.—President of the German Imperial Grain Commission.



Automatic Pulley Release.

Hearing on Tentative Grades for Wheat at Chicago

Hearings, presided over by Charles J. Brand, Chief of the Office of Markets, the first day, and Dr. J. W. T. Duvel, representing Mr. Brand, the second day, were held at the Fort Dearborn Hotel, Chicago, Feb. 28 and 24, on the tentative grades for wheat formulated by the Bureau of Plant Industry and the Office of Markets and Rural Organization of the Dept. of Agriculture. This was the tenth of a series of field hearings held in eleven cities in the United States during the month of February, to be followed by a final hearing in Washington, D. C., March 7, 1917. Copies of Service and Regulatory Announcements No. 19, containing a copy of the tentative basis for proposed official grain standards for wheat, were submitted to those present. Written suggestions and criticisms were invited of those unable to attend the hearing.

O. Mason, Chicago, submitted as a part of the record the recommendations, relating to the tentative grades for wheat which were made at a conference of representatives from a number of grain exchanges in the central states, held in Chicago Feb. 19 and 20. This conference, which was called by the Chicago Board of Trade, was not intended to bind or commit any of the markets to one course of action. It was understood that notwithstanding the recommendations which were made each market or the individuals in the various markets would be just as free as before to act independently. The recommendations submitted as the result of the preliminary conference are as follows:

RECOMMENDATIONS OF CHANGES.

Table No. 1.—Spring Wheat.

That Duluth and Minneapolis report on Class II Durum wheat as to the percentage of "other wheat or wheats" this class may contain.

That the grades of hard winter wheat as proposed by the Government would be satisfactory.

That the Government be requested to separate soft red winter wheat and the red club wheat of the Pacific Northwest.

That the maximum limits of inseparable foreign material be raised one-half of one percent (0.5) on each grade so as to allow in No. 1, 1%; No. 2, 1.5%; No. 3, 2.5%; No. 4, 4.5%; No. 5, 6.5%.

That the term "fire-burned" be changed to "fire-damaged" throughout the standards for wheat.

Table No. II.—Durum Wheat.

That wheat of other classes be made 10% for No. 1 and 15% for Nos. 2, 3, 4, and 5.

That the percentage of inseparable foreign material be raised one-half of one percent higher, so as to allow in No. 1 1%; No. 2 1.5%; No. 3 2.5%; No. 4 4.5%; No. 5 6.5%.

Table No. III.—Winter Wheat.

That the test weight per bushel on red winter wheat be reduced one pound all the way down and the hard winter wheat be reduced one pound on grades 3, 4, and 5.

That all wheats may contain the following percentages of heat damaged and mahogany kernels:

No. 2	"	2%	heat dam.	No	"
No. 3	"	3%	"	No	"
No. 4	"	4%	"	1%	"
No. 5	"	5%	"	2%	"

That the moisture content of Soft and Hard Red Winter Wheat be as follows: No. 1 14%; No. 2 14%; No. 3 14%; No. 4 15%; No. 5 16%.

It was suggested that in the event that Mr. Brand would not consider the suggested changes in moisture content that we ask him to eliminate them in the preliminary issue of these rules and establish a scientific test of the wheat to come to us on the new crop, eliminating the moisture content for the period of four or six

months or as much longer as in the opinion of the Department it may require to arrive at a scientific basis.

That the grades of Nos. 2, 3, 4, and 5 hard winter wheat admit of a mixture of other red winter wheat not to exceed 20%.

That if the government does not accept this that they make tests covering a sufficient period of time to arrive at a more definite basis.

That we ask the government to explain what it means by damaged wheat, and to define same.

Referring to clause (d) Table III, page 7, it was recommended that soft red winter wheat containing Durum wheat shall be classed as mixed soft red and durum wheat.

Table IV.—White Wheat was passed without any recommendations.

Mixed Wheat, page 8.—It was moved that this paragraph as it reads be approved.

That "garlicky wheat" be graded not above No. 3.

That "Smutty Wheat" shall not grade any higher than No. 3 Smutty and be so designated.

That we ask the Government if we cannot agree on the whole that they carry it over for a period of four, six or ten months until such a time as a satisfactory basis can be established agreeable to all.

Dr. J. W. T. Duvel, Office of Grain Standardization, Washington, D. C., briefly reviewed the proposed seven classifications of wheat.

S. A. Whitehead, St. Louis: Doctor. How are you going to determine the percentage of inseparable foreign material after taking out the separable?

Dr. Duvel: About the only way you can do that is to weigh it. The inspector can be governed largely by making a type sample showing one-half per cent of corn cokkle, etc.

T. B. Teasdale, St. Louis: I would like to inquire what you consider damaged wheat. For instance, do you consider bleached wheat damaged wheat?

Dr. Duvel: We have not classified bleached wheat as damaged in this class.

C. B. Pierce, Chicago: May I ask if the government has not already, if it will publish printed definitions of damaged kernels and also heat damaged kernels?

Dr. Duvel: That is one of those things extremely difficult to determine in a definition. You can show by sample a good deal more in that case than by definition. We of course will co-operate with the trade and get this straightened out as soon as possible.

Mr. Pierce: In that connection is it the intention of the government to prepare type samples?

Dr. Duvel: We will have to prepare some samples.

Mr. Brand: Every supervision office will be fitted out as far as possible with type samples.

Mr. Teasdale: Just what do you consider heat damaged?

Dr. Duvel: We consider wheat heat damaged when the kernel has been discolored due to fermentation.

Mr. Teasdale: Would you consider what we call skin-burned heat damaged?

Dr. Duvel: If distinctly on the surface, yes.

Mr. Teasdale: Even though mill-sound?

Dr. Duvel: That is a different proposition. I do not believe it would be mill-sound in that case. Wheat damaged by hot winds does not come into this classification, but when due to fermentation in the car, bin, or wherever it is and not heat damaged in the field, it does.

NOMENCLATURE OF CLASSES.

Mr. Pierce: Inasmuch as the only class that you have now to cover all varieties of spring wheats is your No. 1 which you characterize as hard red spring wheat, and inasmuch as a considerable percentage of hard red spring wheat cannot properly be classed as hard red spring, it appears to me that the same result you desire to obtain could be as well obtained and at the same time avoid any misleading idea carried in the name that you have given in these grades by eliminating the word hard from the general class of hard red spring; also the word hard from the subclass (b) of hard red spring. Then of course you could eliminate whichever you prefer—the word hard or dark—from class (a). The description of hard red spring wheat says: "This subclass includes hard red spring wheat of which less than 75 per centum of the wheat kernels are dark, hard, and vitreous." According to your description none of the kernels need to be "dark, hard, and vitreous," and we certainly have varieties of spring wheats that come to all the markets that have scarcely a trace of kernels that could properly be called "dark, hard, and vitreous," and certainly a great many that have a percentage, that would nowhere near approximate 75 per cent. If wheat of that character has less than fifty per cent it would be a misnomer to call it hard red spring. As I understand what the government intends, to accomplish this change could just as well be made.

Frank B. Rice, Chicago: As a miller and as a grain buyer, I wish to support the remarks of Mr. Pierce. Under the classification as I read it, were I to send an order to any of the markets for hard red spring wheat, I might be delivered under your rules a class of wheat that would contain possibly not more than ten per cent of hard red kernels. Then why mislead me and my fellow millers by adding the word hard to something that may refer to soft?

Mr. Mason: In the classification of hard red spring wheat it seems to me that red spring wheat would cover the ground fully and include wheats that otherwise would be misbranded. Hard red spring wheat and red spring wheat for the subclasses, it seems to me, is the best designation.

Mr. Brand: There has been a great deal of discussion of the classification of durum and, as a result, we are beginning to feel that we must make some modification in these divisions.

CLASS III. HARD RED WINTER.

Mr. Teasdale: The grain and milling trade of St. Louis seem to be absolutely unanimous on the proposition that a change be made in your sub-classification of hard red winter wheat so as to make them conform to the present trade classification. Our suggestion is that the first grade be dark red winter, 95 per cent dark; the second grade semi-dark hard red winter, 80 per cent dark, and all other hard red winter wheats not in those two classifications to be hard red winter. It seems to me it would facilitate trade in hard red winter wheat to make such a classification. Also a miller will better know what he is going to get. I see no necessity for having a grade yellow hard red winter.

Mr. Pierce: As I understood from the meeting of the Chicago committee that had this in charge, the classification the government has given to hard red winter wheat would be satisfactory. At the same time, Mr. Teasdale's suggestion of semi-

dark, it seems to me, would be a beneficial change in every way.

Mr. Brand: I am glad to have that suggestion semi. It seems to me a very good suggestion. I do not wish to pass upon the rest of the recommendation.

Dr. Duvet: There is only a narrow margin between the dark hard and the semi-hard, 15 per cent. It makes an awfully wide range in the starchy wheats.

SOFT RED WINTER.

Mr. Rice: In behalf of the millers, I would ask that a sub-division be made in the soft red winter class so as to eliminate from that class the variety of wheat known commonly in this market as red Russian, a grain from the Pacific Coast. It is useless for me to tell Dr. Duvet that the character of these wheats is not the same, that they do not produce the same variety or quality of flour. There is at this time a considerable amount of the so-called red Russian wheat coming into the Chicago market. It would be disastrous to the miller of Indiana, Ohio and Illinois to come to this market or go to any central market and buy soft red winter and have delivered to him the red Russian wheat. I will agree that but very little of this wheat will grade No. 2 in this market, but what would be so graded would create a great hardship. I suggest that you strike out the words "and also red club wheat of the Pacific northwest." Then make a subclass the same as you have given to your white club wheat.

Mr. Whitehead: I desire to endorse what the gentleman has just stated. We represent the St. Louis market. A day or two ago I attended a meeting of the Southern Illinois Millers' Ass'n, and this matter was discussed fully by that ass'n, and they objected to have one per cent or any other per cent of the Pacific coast or durum to be mixed with what is known as soft red winter wheat, especially the No. 2 or 3 grades.

Mr. Pierce: At the meeting of the committee of the board of trade a few days ago there was without any dissenting voice an objection to this soft red wheat of the Pacific coast being graded No. 2 soft red winter.

Friday Afternoon Session.

Mr. Teasdale: Referring to the question of heat damage, we absolutely cannot take in a stock of soft wheat during the months of July and August, carry it thru the sweat and turn it out again without some discoloration. I think there ought to be a ruling to the effect that it shall not be considered heat damaged unless manifestly unsound by taste or smell.

Mr. Pierce: At the meeting in Chicago a few days ago the recommendation was made that on the basis the department means that no kernels in any way damaged by heat shall be admitted in several of those grades that as far as No. 1 goes there was no objection; No. 2 should be allowed 2 per cent of heat damage, no mahogany; No. 3, 3 per cent heat damage but no mahogany; No. 4, 4 per cent heat damage, 1 per cent mahogany; No. 5, 5 per cent heat damage, 2 per cent mahogany. You will notice the trade seems to think we will require an allowance of about 2 per cent in No. 2, and 3 per cent in No. 3. Without discussing the merits of those percentages, I think there should be some leeway allowed. I would like to make it clear that I do not mean such a leeway that would enable a bin to become thoroly warm and hold its

grade, but the idea is that there be just enough leeway so that if a portion got mixed it wouldn't all be thrown out of grade; and that accident would almost always occur in almost every elevator at least once or twice every season.

G. B. Ballard, Louisville, Ky.: Personally, I think wheat that is skin-burned is damaged. The elevators are entitled to some leeway, but 2 per cent, it seems to me, is a good deal.

WHEATS OF OTHER CLASSES.

Mr. Pierce: At the conference a few days ago we had considerable discussion regarding the amount of other wheats allowed in winter wheats. There is a very considerable amount of wheat in Illinois and some in Missouri the variety of which is always in dispute. Some good judges of wheat will declare it hard and some soft. Now, we recognize unless we had rather a wide latitude that we would have a tremendous amount of No. 2 mixed wheat here. I am not advocating that the government have a 25 per cent admixture, but there is a long way between 25 per cent and 4 per cent, and the question was whether it wasn't going to allow for a tremendous amount of mixed wheat. When good judges will dispute as to whether an entire carload is hard or soft wheat it is going to be difficult to determine whether hard has 4 per cent of soft or soft has 4 per cent of hard. It is going to be a very difficult working proposition for this market.

Mr. Rice: The millers don't want everything, and the wheat merchant is to be taken into consideration. To be fair to the wheat merchant, I think it is due them that the percentage of other wheats be increased.

J. R. McLemore, Nashville, Tenn.: I have been in touch with soft wheat millers, and I want to say to you that they would be unalterably opposed to the raising of your percentages of other wheats. I believe the percentages in the tentative grades reasonably fair and should be all that the grain dealers should ask if they want to sell soft red winter wheats.

F. S. Betz: Thru central Illinois, particularly where I operated an elevator, I found a great deal of wheat there is what is ordinarily termed No. 2 red winter, and then we have a turkey wheat which goes as I understand it, No. 2 hard winter wheat, but very frequently they are raised together, and I have shipped quite a lot on the market. Sometimes it graded No. 2 red winter wheat and sometimes No. 2 hard winter wheat. In some cases I received a premium on hard wheat where I really thought it was soft wheat.

Mr. Mason: Undoubtedly a large percentage of the Illinois wheat coming in is soft red winter wheat, but grades No. 2 hard. It always seemed to me it was soft.

Mr. Brand: We will give very careful consideration to these suggestions.

Mr. Rice: Where the term fire-burned is used we would ask that it be changed to fire-damaged in all of your grades thruout. The smoke damage is just as injurious and should be included.

MOISTURE CONTENT.

Mr. Brand: I note in the suggestions here that the moisture content of both the soft and hard red winter wheat be 14 for 1, 2, and 3, 15 for 4, and 16 for 5.

W. H. Axtater, Chicago: In regard to the recommendation to raise the moisture, I think it was done in deference to the Toledo and Cincinnati markets.

Mr. Mason: I would like to say that the conclusions of that meeting do not

represent Chicago's feeling about the matter so far as moisture is concerned. I think nearly all Chicago dealers think 13 per cent would be all right.

Mr. Whitehead: Speaking for St. Louis, we are satisfied with the figures as given out tentatively by the government.

R. L. Callahan, Louisville, Ky.: Our market likes the basis of the government 13 per cent.

Mr. Brand: It might be of interest here to read a telegram from the Buro of Chemistry in regard to the artificial addition of water: "The Buro of Chemistry regards addition of water to grain as adulteration within the meaning of the Foods and Drugs act, irrespective of grades."

Mr. Pierce: The description of No. 2 dark hard red wheat reads "shall be cool and sweet." My impression is that it would be a very excellent thing to put in the word "dry" making it read "shall be dry, cool and sweet." In using the word dry, I mean dry to the touch. I simply offer this as an additional safeguard.

Mr. Brand: The suggestion seems to me to have merit.

Mr. Whitehead: Just a question to Dr. Duvet. In the event a farmer brings wheat to a country elevator the first part of July or August and it meets the requirements under the tentative grades you have established and yet because of climatic conditions when he brings it to the elevator it feels a little tough, would it be fair to the farmer, who is the producer, to grade it lower just because it feels a little tough to the touch?

Dr. Duvet: I don't believe as a general rule it would feel tough.

Mr. Ballard: I want to go on record as endorsing the suggestion of Mr. Pierce. I think the suggestion to add the words not tough or dry a good one.

Saturday Morning Session.

Mr. Pierce: Referring to the question of test weight per bushel on soft red winter wheat, it was recommended that the test weight be reduced one pound all the way down and on the hard red winter wheat that the test weight be reduced one pound on 3, 4, and 5.

Mr. Teasdale: A standard test weight of 59 pounds for No. 2 red would get out of the contract class a great deal of wheat that is really entitled to go into the contract class. I maintain that we should fix our grades so that the large bulk of wheat that is sound and otherwise all right and tests 58 pounds should go into that contract grade.

I would like to ask the definition of "infested with live weevil."

Dr. Duvet: If you were to get live weevil in an ordinary sampling when making from five to seven probes I would classify that as infested with live weevil, but not if I only found an occasional one or two weevil in the entire car.

SUMMUTY WHEAT.

Smutty wheat shall be graded "sample grade, smutty," unless the quantity of smut in the wheat is ascertained by scouring, washing, or otherwise, in which case the loss in weight caused by the removal of the smut shall be known as "smut dockage." The quantity of smut dockage shall be calculated on the same basis and in the same manner as dockage, and the percentage of smut dockage, so determined and stated, shall be added to the grade designation. After the determination of dockage and smut dockage the grain shall be graded according to the grade requirements of the class to which it belongs.

Mr. Pierce: If we are to understand that this rule as regards smutty wheat

means an obligation on each and every inspection department to dock for smut all samples of smutty wheat received it seems to me putting on the inspection department an unnecessary and unprofitable burden. Smutty wheat, as I look at it, is a sample proposition. I am not referring to smutty wheat on the Pacific coast, but for the purposes of the eastern markets if smutty wheat is graded sample so as to call attention to the buyer that it is smutty that that should be sufficient. I do not think that the millers would feel it was necessary to put on the inspection department such a burden as that would be, especially in the spring wheat markets. I really don't see how they can handle it. I am talking on the basis it would be obligatory to test every car of smutty wheat for dockage. Of course if only obliged to do it upon special request that might work.

Mr. Ballard: All smutty wheat should undoubtedly be graded sample. I think after the word smutty in the first line there should be a period and that the word "unless" should be stricken out.

Mr. Whitehead: So far as the central markets are concerned, I believe wheat that has smut so there is an odor should be designated as sample. Seed in our section can be treated before sowing, thereby eliminating the smut, but if a farmer can raise wheat that is only discounted a little by view of the fact that it contains a few smut balls he becomes negligent.

IN ATTENDANCE.

The hearing was attended by representatives from a number of markets in the central states, among others being:

E. C. Eikenberry, Camden, O.

John Coup and William Recker, of Detroit, Mich.

G. B. Ballard and R. L. Callahan, of Louisville, Ky.

J. R. McLemore and E. M. Kelly, of Nashville, Tenn.

E. H. Culver, Chief Grain Inspector and Chas. Quinn, Toledo.

J. W. Coughlin, J. H. Edwards and A. A. Breed, of Milwaukee.

Fred E. Pond, sec'y Corn Exchange, and P. D. Connors, Chief Inspector, Buffalo, N. Y.

T. B. Teasdale, F. W. Seale and S. A. Whitehead, of the Nanson Com'ns Co., St. Louis, Mo.

E. B. Hitchcock, sec'y, Illinois Grain Dealers Ass'n, Decatur; W. F. Shanahan, Peoria, Ill.

F. E. Watkins, Chairman, Uniform Grades Com'te, Grain Dealers National Ass'n, Cleveland, O.

Frank H. Funk, Public Utilities Commission, State of Illinois, Geo. J. Cassidy, Supervising Inspector, Chicago; Walter J. Tracy, Chicago.

C. B. Pierce, Frank B. Rice, Adolph Gersenberg, A. O. Mason, H. N. Sager, W. H. Axtater, K. Nicol, F. W. Hotchkiss, W. N. Eckhardt, Lowell Hoit, S. G. Graff, J. W. Radford and K. S. Templeton, of Chicago.

Charles J. Brand, Chief of the Office of Markets; Dr. J. W. T. Duvel, Office of Grain Standardization, H. J. Beasley, R. C. Miller, Geo. Livingston, E. B. Quiggle, C. E. Leighty, and W. S. Powell, of Washington, D. C.

Geo. F. Munson, Chief Inspector, Cincinnati; B. J. Stubblefield, Grain Supervisor, Omaha, Neb.; L. M. Jeffers, Grain Supervisor, Portland, Ore.; L. M. Thomas, Grain Supervisor, Office of Markets, Fargo, N. D.; S. A. Regan, Assistant Grain Standardization Dept., Portland, Ore.; V. M. Shoesmith, Lansing, Mich.

I CONSIDER the Grain Dealers Journal an asset to my business—Scott Jordan, Mill Creek, Ill.

I THINK the Grain Dealers Journal is a good paper for a man in the grain business.—J. F. Coursey, mgr. C. Y. Semple Elvtr., Watonga, Okla.

Germination of Impermeable Seeds.

Impermeable seeds were found to be viable except in the seed of *Chamœcristis nictitans*, in over 90 per cent, and in most cases 100 per cent of the experiments, in a test of 128 lots of seed one to five years old and including red clover, alsike clover, white clover, sweet clover, alfalfa, hairy vetch, crimson clover, okra, *C. nictitans* and *Robinia pseudacacia*, as reported by G. T. Harrington in the Journal of Agricultural Research. The average percentage of viability of the impermeable seeds was invariably greater than of the seeds which softened within six days.

Commercial samples of 12 species of small-seeded legumes tested during the six years, 1904 to 1909, gave a range from 0.96 per cent of impermeable seeds in spring vetch to 71.67 per cent in spotted bur clover. The samples of white sweet clover, toothed bur clover and yellow-flowered sickle lucern also contained high percentages of impermeable seeds.

In an experiment to determine the average rates of softening of seeds which had remained impermeable after ten days in wet blotters less than 10 per cent of the seeds of red clover, alsike clover, white clover and sweet clover softened in one month, and from about one-third to a little over one-half of them softened in three years when kept in wet blotters. Nearly all of the impermeable seeds of alfalfa, hairy vetch, okra and crimson clover softened in one year, but a very few of all except crimson clover remained impermeable after three years.

In dry storage nearly all impermeable seeds of alsike clover, white clover and sweet clover remained impermeable from two to three years. Impermeable red-clover seeds became permeable gradually in dry storage, but it was found that from one-third to two-thirds may still be impermeable after four years. Impermeable clover seeds thoroughly matured before harvesting as compared with similar seeds not so well matured softened and germinated more slowly under conditions favorable to germination and also became permeable more slowly in dry storage.

Alternations of temperature caused the softening and germination of many impermeable clover seeds when a temperature of 10° C. (50° F.) or cooler was used in alternation with a temperature of 20° or warmer. The effect of these alternations was greatly increased by previously exposing the seeds to germination conditions at 10° or cooler and was decreased by previously exposing the seeds to germination conditions at 30°.

Even under the most favorable conditions only a small proportion of impermeable seeds of red clover, alsike clover, white clover and white sweet clover was found to produce seedlings promptly when sown in warm weather, and it was also observed that such seeds will pass the winter in the soil in a freezing climate without injury. The impermeable seeds of these species when placed in wet blotters softened and germinated more slowly than similar seeds of alfalfa, crimson clover, hairy vetch and okra. All germinated within one year in some cases, while in others over 50 per cent were still impermeable after four years. It is stated that a large proportion of impermeable alfalfa, crimson clover, okra and hairy vetch seeds will germinate in the soil during the first few months after planting, but that nearly all alfalfa and okra seeds, even if impermeable in the

fall, are killed when they pass the winter in soil or on the plants out of doors in a freezing climate.

Prize Corn Not Best Yielding.

Corn breeders got together 20 years ago and agreed upon the size, shape and type of what should be the best corn, and formulated the specifications into the score card, which has been used by the corn shows and agricultural colleges in awarding prizes.

Now it has been found that this prize corn does not give the biggest yield per acre; and several of the leading breeders who have been successful in producing ears that meet the score card requirements have become satisfied that the score card should be changed.

Eugene Funk says: I have planted a great many prize-winning samples of corn from state and national corn shows, and have never been able to perpetuate the ideal that the score card standard upholds. I have noticed that the winners at corn shows do not buy back their prize-winning samples to plant, but sell them to the highest bidder. Now, with my Chester White hogs I always save the best, for they are worth as much to me as to any other breeder. Those prize-winning samples should certainly be worth as much to the owners as to anyone else. I have proven to my own satisfaction that they will not reproduce ears of their kind. I have a lot of prize-winning corn from the Bloomington show there now that I will plant next spring to try out the same thing again. I am going to keep trying it out. I would just like to see other men try out experiments along this line and prove it different. I am not alone in the belief of these things. There are corn breeders of national reputation who have found the same thing, and there are corn men in this state who believe it.

James Holbert says: My results show that the high-yielding corn is slightly more tapering and in quite a number of cases the rows are not straight. That is true with some of the very highest yielding rows. The tips are not always filled out and often $\frac{1}{4}$ of an inch or more of the cob is sticking out at the end. In general, there are very few well-filled ends from the high-yielding rows. The rows break up quite often in the high-yielding corn and they are not straight. Instead of 18 to 22 rows that are called for by the score card standard varieties, the corn from the high-yielding rows have 16 to 18 rows in spite of the fact that the mother seed was of score card type having 18 to 22 rows.

You know the score card type insists on a very little space between the rows. Our high-yielding corn very often has quite a deep furrow between the rows. The theory of the score card is that a space between the rows means a loss in yield. We have not found that true. Probably nature is taking care of the ear and putting these spaces in there so that the corn will mature at the proper time. The high-yielding corn does not agree with the score card in that there is no space between the kernels in the row. High-yielding corn has about $6\frac{1}{2}$ kernels to the inch in a row and they are about $\frac{1}{2}$ inch deep. The high-yielding corn differs with the score card a little in the shape of the kernel in that it is not quite so deep, but it is not shallow. The theory of the deep kernel called for by the score card is that they have more vitality, but it takes longer for that kind of kernel to mature.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

KANSAS.

Natoma, Kan., Feb. 13.—Outlook for another wheat crop is rather dark at present time owing to lack of moisture.—N.

Cimarron, Kan., Feb. 21.—Wheat damaged badly account lack of moisture; very dry; prospects are not good for a spring crop.—W. W. Gibbons, mgr. Cimarron Cooperative Equity Exchange.

Ray, Kan., Feb. 12.—Crop conditions not good; no snow or rain; high winds and below zero weather; much of it will be put in spring crops.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

Duquoin, Kan., Feb. 23.—Wheat prospect very poor; large portion of it has blown out; condition will have to change wonderfully if we get a crop; getting dry here altho plowing for spring crop.—J. W. Shepard, mgr. Kansas Flour Mills Co.

Ellsworth, Kan., Feb. 17.—Crop prospects are far from satisfactory as wheat got very poor start in the fall; have had no moisture to amount to anything since that time and severe freezing weather with no protection. Last day or two wind has been blowing and ground in its dry condition is causing same to blow away from the roots of the wheat. It is a question whether we can have much of a crop even with the very best of conditions and with adverse conditions you can easily imagine what the result will be.—H. Work, pres. Ellsworth Mill & Elvtr. Co.

MICHIGAN.

Melvin, Mich., Feb. 23.—Crops very poor this year and last year.—James Kerr, Kerr Grain & Hay Co.

MISSOURI.

Salisbury, Mo., Feb. 15.—New wheat crop hurt by fly and freezing.—Richard Steging, sec'y Farmers Elvtr. Co.

Bolivar, Mo., Feb. 15.—Farmers are very uneasy about growing wheat crop; claim partly killed by dry cold weather.—T. H. Jarman.

MONTANA.

Barber, Mont., Feb. 14.—Farmers in this locality are complaining considerably that high winds, which we had this winter, have blown out the grain, removed some of the dirt and left the grain subject to be frozen out.—W. A. Clark.

Ft. Benton, Mont., Feb. 9.—Crop prospects could not be better so far for the winter wheat and with a large spring wheat acreage we should have a bumper crop; acreage about 25% larger than last year.—W. J. Pitman, mgr. State Elvtr. Co.

NEBRASKA.

Giltner, Neb., Feb. 15.—Prospect for wheat crop is a problem; wheat came up very late on account of dry fall; look for poor crop unless spring is favorable.—Frank Bowser, mgr. Farmers Elvtr. Co.

Roca, Neb., Feb. 14.—This territory needs a lot of rain this spring to insure a good wheat crop as have not had any snow worth mentioning so far.—Robert W. Jark, mgr. Roca Grain & Coal Co.

NEW MEXICO.

French, N. M., Feb. 17.—Prospects good for big wheat crop this year.—American Mfg. & Mercantile Co.

NORTH DAKOTA.

Tunbridge, N. D., Feb. 11.—More rye seeded here this year than any previous year; have lots of snow now and rye ought to make a good crop; will certainly have the moisture in the spring.—H. O. Balke, Ugland Grain Co.

VIRGINIA.

Fredericksburg, Va., Feb. 12.—We believe there will be a steady yearly increase in the acreage of corn, wheat and oats from this time on as the farmers are all encouraged by the very favorable markets.—Edgar M. Young & Co.

A Grain Famine in New England.

The failure of the railroads to supply and move cars promptly to take care of grain to be used for domestic purposes is causing a serious livestock food and grain famine in New England. "I had information," said Frank H. Noyes of Noyes & Colby, Boston, "that a car of oats, loaded at Milwaukee on Nov. 29, left there on Jan. 3, for Boston. It reached Port Huron on Jan. 19. Since that time it has been lost, and we haven't been able to trace it. A car of bran, loaded at Milwaukee on Oct. 1, reached Boston Feb. 9. There is no shortage of cars. There are hundreds of empties right here in New England." The Boston Chamber of Commerce appointed a com'ite, composed of W. D. Fulton, P. L. Hackel and A. I. Merigold, to attempt to limit the effects of the impending famine. The following is from a letter by the com'ite to the Interstate Commerce Commission:

The situation here is such that we know of nothing that can give us the immediate relief that is necessary, as we do not believe it would be possible to avert practically a livestock food famine in New England if the railroads did nothing for the next two weeks but forward the grain and feed that is now actually in transit to the small dealers.

We could cite you innumerable cases of small dealers throughout New England who have their regular supply of grain and livestock feed in transit, varying from 10 to 50 cars, according to the size of the dealer, without in some cases a single car of grain or feed in stock to sell. Many of these cars have been in transit since November, and are still at Western terminals.

Cities throughout New England which have the larger grain stores are entirely without oats at the present time, including the cities of Boston, Providence, Worcester and Portland, Me.

The Webster-Tapper Co., Boston, wired Senator Lodge and Congressman Gardner:

Stock of all kinds starving throughout Massachusetts, your home State, as well as all New England States, due to absolute inability of railroads to move animal food products for domestic use. Exports getting preference. Embargoes placed on all lines from the West for past months seem absolutely useless to relieve the situation.

We have wasted months with representations to the Interstate Commerce Commission by letter and delegations without results. We cannot wait for investigations now. We must have oats, corn and food to save our stock at once. Boston, Lawrence, Greenfield, Holyoke, Springfield, Ipswich, Gloucester, Beverly, Newburyport, Marblehead without grain for weeks and no prospect. Quick action and nothing else will save us.

The Narragansett Grain Co., with elevators at East Providence, Pawtucket, Darlington, Taunton, Attleboro and North Attleboro, reported that it had 76 cars in transit and overdue 14 to 79 days.

On the day these protests were made the steamer *Eurylochus* sailed from Boston for Marseilles with 360,000 bus. of oats, sufficient to have kept Boston going for three months.

THE FIXING of maximum prices for cereals is a fatal policy, because it is certain to diminish the production of food in the country, according to a resolution adopted by the War Emergency Com'ite of the Council of the Royal Agricultural Society of England.

Formaldehyde Treatment for Smut

It is an undisputed fact that loss due to smut diseases can be practically prevented providing the formaldehyde treatment is carefully followed.

The value of treating seed grain has passed the experimental stage and the great benefit derived by eradicating the smut with formaldehyde is shown not only by an increase in the yield of grain per acre, but also in the improvement of the quality of the grain. Treatment facilitates the sprouting and gives the grain a healthier appearance, thus securing for the farmer a better price for his product.

For oats, wheat, barley or other seed to be treated, dissolve one full bottle of 16 ounces, of 40 per cent, formaldehyde in a tank or barrel containing 30 gallons of water. Into this solution a gunny sack or other container filled with seed is dipped. It is important that the grain is completely submerged for five minutes. The grain is then emptied on the floor or canvas to dry and should be turned over at intervals to hasten drying. Grain so treated will give no trouble in running through a seeder. The seed should be treated at least half a day before sowing in order to give it sufficient time to dry.

Another method is to spread the seed grain on a granary floor or on a canvas and sprinkle the solution with ordinary sprinkling can.

While the seed is being sprayed it should be shoveled or raked over and over until the seed is thoroughly moistened so that it will pack in the hand. Cover the moistened seed with a few sacks or blankets in order to prevent the too rapid evaporation of the formaldehyde gas. After a few hours or overnight the sacks may be removed and the grain allowed to dry before seeding. Flaxseed should be treated in this manner for the prevention of wilt. Wet the sacks in the solution because they may contain smut spores.

THE RAILWAY CONNECTION between Petrograd, Russia, and the ice-free ports in the north is in operation. It is expected that port stocks of grain will now commence to accumulate, awaiting spring shipment.

Exports of Grain Weekly.

	Wheat.	Oats.
July 4, '14, to July 3, '15:		
314,473,000 192,348,000 101,585,000	17,702,000	
July 3, '15, to July 1, '16:		
356,036,000 303,441,000 125,709,000	101,628,000	
July 8, 7,071,000 1,890,000 2,570,000	2,410,000	
July 15: 7,963,000 2,049,000 4,299,000	2,329,000	
July 22: 8,327,000 1,548,000 3,411,000	2,680,000	
July 29: 8,891,000 3,809,000 3,065,000	1,846,000	
Aug. 5: 7,048,000 1,891,000 3,881,000	1,382,000	
Aug. 12: 5,182,000 5,841,000 4,408,000	697,000	
Aug. 19: 5,316,000 3,100,000 4,180,000	897,000	
Aug. 26: 5,316,000 4,302,000 5,447,000	990,000	
Sept. 2: 6,779,000 5,317,000 2,957,000	1,700,000	
Sept. 9: 6,641,000 4,788,000 1,640,000	761,000	
Sept. 23: 5,402,000 5,753,000 1,943,000	1,692,000	
Sept. 30: 7,780,000 7,487,000 917,000	1,853,000	
Oct. 7: 6,894,000 10,030,000 1,642,000	728,000	
Oct. 14: 6,314,000 8,764,000 2,025,000	2,827,000	
Oct. 21: 4,329,000 5,985,000 2,897,000	1,056,000	
Oct. 28: 4,478,000 9,744,000 1,782,000	1,814,000	
Nov. 4: 5,235,000 8,963,000 893,000	1,605,000	
Nov. 11: 4,481,000 10,496,000 1,241,000	1,033,000	
Nov. 18: 4,575,000 7,614,000 1,987,000	1,688,000	
Nov. 25: 2,208,000 8,782,000 2,187,000	2,226,000	
Dec. 2: 5,076,000 9,411,000 1,108,000	2,284,000	
Dec. 9: 5,339,000 8,484,000 2,080,000	2,198,000	
Dec. 16: 4,508,000 8,721,000 2,533,000	1,293,000	
Dec. 23: 2,939,000 5,755,000 1,094,000	2,070,000	
Dec. 30: 3,088,000 7,256,000 1,584,000	2,192,000	
Jan. 6: 6,064,000 8,322,000 1,492,000	1,308,000	
Jan. 13: 4,930,000 7,680,000 1,656,000	2,095,000	
Jan. 20: 4,891,000 7,247,000 3,222,000	1,568,000	
Jan. 27: 5,383,000 7,029,000 1,838,000	1,946,000	
Feb. 3: 5,511,000 8,375,000 1,960,000	1,811,000	
Feb. 10: 4,375,000 8,000,000 1,324,000	2,010,000	
Feb. 17: 4,753,000 6,490,000 2,705,000	2,635,000	
Total 189,883,000 217,493,000 74,615,000	52,830,000	

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CANADA.

Ardath, Sask., Feb. 10.—Elvtrs. at this point full on account of car shortage.—A. J. Hunter, agt. Saskatchewan Co-operative Elvtr. Co.

Winnipeg, Man.—The total amount of wheat inspected to date is 112,500,000 bus.; in transit not inspected, 2,000,000 bus.; in store at country points, 33,800,000 bus.; required for seed, feed and country mills, 35,000,000 bus.; in farmers hands to market, 30,000,000 bus.; compared with wheat inspected to date, 215,382,000 bus.; in transit not inspected, 5,300,000 bus.; in store at country points, 44,700,000 bus.; required for seed, feed and country mills, 30,000,000 bus.; in farmers hands to market, 78,000,000 bus. on Mar. 9, 1916. Wheat allowed for dual inspection is 3,000,000 bus., making a total wheat crop of 210,300,000, against 248,382,000 bus. on Mar. 9, 1916. Oats inspected to date, 55,000,000 bus., in store at country points, 11,500,000 bus., in transit not inspected, 1,500,000 bus., in farmers hands to market, 18,000,000 bus.; compared with 9,500,000 bus. in store at country points, 12,130,000 bus. in transit not inspected; 30,000,000 bus. in farmers hands to market for Mar. 9, 1916. Barley inspected to date 6,500,000 bus., in store at country points, 1,700,000 bus., in transit not inspected, 100,000 bus., in farmers hands to market; compared with 8,255,000 bus. inspected to date, 1,500,000 bus. in store at country points, 200,000 bus. in transit not inspected; 3,500,000 bus. in farmers hands to market on Mar. 9, 1916.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

ILLINOIS.

Mendota, Ill., Feb. 12.—Elvtr. full and no cars.—W. H. Marks, R. F. D. No. 38.

INDIANA.

Argos, Ind., Feb. 14.—Wheat all shipped out; may have few oats to ship; we will ship in some corn.—W. H. Corbet, mgr. Keed & Co.

IOWA.

Athelstan, Ia., Feb. 12.—Grain about all in; all wheat in.—Chas. W. Childers, agt. Shannon Grain Co.

Holland, Ia., Feb. 21.—Have had our elvtr. filled with grain all winter; full to the roof now; only had 13 cars this year for grain.—J. A. Fonken, mgr. Farmers Elvtr. Co.

Lorimor, Ia., Feb. 13.—Elvtr. practically empty; most corn fed; probably will be corn shipped back in before new crop; no trouble with car shortage.—J. S. Hylton, Grain Co.

Daily Closing Prices.

The closing prices for wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Feb.									
Chicago	174%	173%	171%	174%	173%	173%	173%	175%	179%	178%
Minneapolis	177%	176%	174%	174%	177%	176%	176%	178%	181%	180%
Duluth	178	176	174	174	178	176	176	177	182	180
Omaha	172%	171	171	172	172	172	172	174	177	175
St. Louis	175	174	172	172	175	174	174	176	179	178
Kansas City	173%	172%	170%	170%	172%	173%	173%	174%	178%	177
Milwaukee	174%	173%	171%	174%	173%	173%	173%	175%	180	178
Toledo	188	187	185	185	183	189%	189%	191	199	196
*Baltimore	189%	188%	187%	190	189%	189	191	197	200	198%
Winnipeg	174%	172%	171%	174%	173%	173%	175%	178%	176%	177%

MAY CORN.

Chicago	102 1/2	101 1/2	100 1/2	101 1/2	101	101	101 1/2	102	101 1/2	100 1/2
Kansas City	99 1/2	99 1/2	98 1/2	98 1/2	98 1/2	98 1/2	98 1/2	99	99	98 1/2
St. Louis	102 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	102	101 1/2	101 1/2
Omaha	98 1/2	97 1/2	96 1/2	97 1/2	97 1/2	97 1/2	97 1/2	98	98 1/2	97 1/2

*Spot No. 2 Red Western.

KANSAS.

Cimarron, Kan., Feb. 21.—Wheat practically all in; shipping in corn and oats.—W. W. Gibbons, mgr. Cimarron Co-operative Equity Exchange.

Natoma, Kan., Feb. 13.—Car shortage, which has been the source of considerable friction, was relieved yesterday by the arrival of a number of cars.—N.

Cimarron, Kan., Feb. 12.—Wheat about all shipped out; buying corn and oats by carlots north for retail trade.—W. W. Gibbons, mgr. Co-operative Equity Exchange.

MICHIGAN.

Melvin, Mich., Feb. 23.—Are shipping in oats and corn account poor crop last year.—James Kerr, Kerr Grain & Hay Co.

MISSOURI.

Salisbury, Mo., Feb. 15.—Not much grain coming in.—Richard Steging, sec'y Farmers Elvtr. Co.

Bolivar, Mo., Feb. 15.—Have not shipped any wheat or grain of any kind from here this season; mills here will consume all the surplus; believe the supply of wheat will exhaust with 30 to 60 days. I have been receiving several cars of mixed feed and grain.—T. H. Jarman.

MONTANA.

Barber, Mont., Feb. 14.—Most of grain around this station is marketed; only about 10,000 bus. in farmers hands.—W. A. Clark.

NEBRASKA.

Giltner, Neb., Feb. 15.—Get very few cars here.—Frank Bowser, mgr. Farmers Elvtr. Co.

Nelson, Neb., Feb. 14.—We have about 9,000 bus. of good No. 2 wheat in our elvtr. and about as much more in the hands of the members of the company.—I. L. Manion, mgr. Farmers Union Elvtr. Co.

Lincoln, Neb.—From 30 to 35% of the wheat raised in Nebraska is still either on the farms or stored in the elvtrs. unable to be moved on account of the car shortage, according to the report of Railway Commissioner H. G. Taylor. He asserted that every time a big firm has chartered a ship to haul grain to Europe, that at the last moment the order would be cancelled and a load of munitions taken instead.

NEW MEXICO.

French, N. M., Feb. 17.—Practically all grain in this district has been moved.—American Mfg. & Mercantile Co.

NORTH DAKOTA.

Tunbridge, N. D., Feb. 11.—Grain receipts very light this winter; practically all grain in.—H. O. Balke, Ugland Grain Co.

Maddock, N. D., Feb. 12.—Have been snowbound for 2 weeks but now have road open again; crops all over state last year were poor.—J. M. Jenson, mgr. Farmers Grain, Stock & Fuel Co.

OHIO.

Sidney, O., Feb. 6.—Farm receipts of grain are very light account severe cold and snow, which is badly drifted.—E. T. Custerborder & Co.

VIRGINIA.

Fredericksburg, Va., Feb. 12.—Up to a few years ago we had one customer to whom we delivered a car of corn a week almost entirely thru the season. Last

year we did not receive over 10 or 12 cars of grain on this market as the acreage in this section has been greatly increased. There was always considerable corn grown in this section but very little wheat or oats.—Edgar M. Young & Co.

Minimum Grain Prices in England.

In a supreme effort to stimulate the home production of grain the British Government on Feb. 23 announced that growers would be protected against loss by decline in the market for five years to come.

For wheat the government will allow the farmers the following minimum prices: During 1917, \$1.81 per bushel; 1918 and 1919, \$1.66; 1920 to 1923, \$1.36.

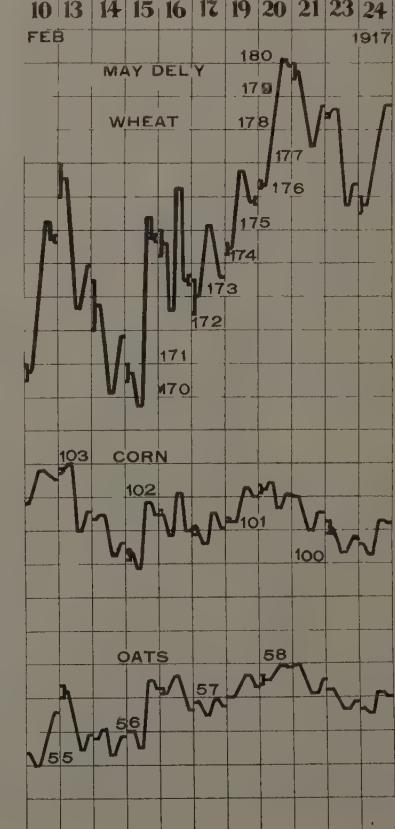
For Oats—During 1917, \$1.16 per bushel; 1918 and 1919, 97 cents, and 1920 to 1923, 72 cents.

For potatoes a minimum price of 78 cents per bushel will be allowed during the entire period.

To gain cargo space for wheat, oats and munitions, the government has prohibited the import of many commodities, including leather, sugar, coffee, soy beans, clothing and lumber.

Chicago Futures

Opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for the two weeks are given on the chart herewith:



The Embargoes.

Wabash, effective Feb. 12, on all grain shipments from Milwaukee to Chicago.

Texas & Pacific, effective Feb. 8, on wheat and corn destined for export via New Orleans.

Grand Trunk on export shipments of grain, provisions and live stock from Chicago to the East.

Monon, effective Feb. 2, on all shipments of grain for Newport News, Va., regardless of contracts or authority for forwarding.

Illinois Southern, effective Feb. 2, on freight of any description requiring Mississippi River transfer. Cars now in transit will not be accepted.

Illinois Central has modified its embargo to permit export grain thru New Orleans, when authorized by E. A. Kelly, chairman of the Embargo Relief Com'ite of the port of New Orleans.

Indiana Harbor Belt, effective Feb. 14, modified its embargo on cars for the Norris Elevator, South Chicago, Ill. to permit acceptance of new shipments.

Philadelphia & Reading, effective Feb. 8, removed its embargo of Dec. 5, on shipments of wheat consigned or to be reconsigned to 20th street Elevator, Philadelphia, Pa.

Boston & Maine, effective Feb. 9, modified its embargo on shipments routing to or via its line at Rotterdam Junction, Mechanicsville or Troy, N. Y. to permit acceptance of feed for livestock.

Boston & Maine, effective Feb. 14, extended its embargo on carload freight for delivery to the New York, New Haven & Hartford R. R., Northampton, Mass. to continue in effect until midnight Feb. 21.

Chesapeake & Ohio, effective Feb. 6, on all eastbound freight except Chesapeake & Ohio R. R. fuel, livestock and perishable freight via all routes when destined to points on or via C. & O. and C. & O. of Indiana.

Pennsylvania, effective Feb. 14, on all freight destined to points on or via the Delaware & Hudson Co. when routed via Wilkes-Barre, Hudson, Buttonwood or Honeyeop, except livestock, perishable freight, etc.

Illinois Central and the Yazoo & Mississippi Valley, effective Feb. 5, extended their embargo of Jan. 16 on wheat for export via New Orleans, La. to prohibit acceptance of all grain for export thru the port of New Orleans.

Monon, effective Feb. 2, on all freight not originally consigned to or routed via the Monon Route to points beyond its line except where arrangements are made for acceptance thru Mr. A. C. Tumy, General Freight Agent, Chicago, Ill.

Wabash, effective Feb. 9, extended its embargo of Dec. 26, covering freight for points in Trunk line or New England territory, to prohibit acceptance at all stations of grain for export routed via Detroit, Mich., Niagara Falls, Black Rock and Buffalo, N. Y.

Pennsylvania, modified its embargo on freight destined to the port of Baltimore to the extent that shipments of wheat, oats and corn for local elevator No. 2, Baltimore, Md., may be accepted under special authority issued by the division freight agent, Baltimore, Md.

New York, Chicago & St. Louis, effective Feb. 7, extended and revised its embargo of Feb. 6 as follows: Embargo is placed against all eastbound carload freight reaching its line at junctions west of Fort Wayne, Ind., including cars loaded on connecting line tracks at such junctions.

New York Central, effective Feb. 3, extended its embargo of Jan. 29 on all carload freight, except livestock and perishable, for New York Central R. R. or Canadian Pacific Ry. delivery at Montreal, P. Q., for routing to or via connecting lines via Montreal P. Q., to cover all Montreal stations.

Boston & Maine, effective Feb. 10, extended its embargo on freight routing to or via its line at Rotterdam Junction, Mechanicsville or Troy, N. Y. to continue in effect until midnight, Feb. 17.

Boston & Maine, effective Feb. 9, modified its embargo on carload freight for delivery to the New York, New Haven & Hartford R. R. at Northampton, Mass., to permit acceptance of feed for livestock.

Monon, effective Feb. 2, against the acceptance from connections at Chicago, Hammond, Dyer and Shelby of carload freight except livestock and perishable, destined to points beyond the Chicago, Indianapolis Ry. Shipments for delivery at stations on the Chicago, Indianapolis & Louisville Ry. will be accepted.

Monon, effective Feb. 3, extended its embargo Feb. 2 on all shipments of grain for Newport News, Va., to cover all shipments of grain consigned to Louisville, Ky., for reconsignment at that point to Newport News, Va. They will not accept any grain now in transit billed to Louisville, Ky., for reconsignment at that point to Newport News, Va.

Canadian Pacific, effective Feb. 5, against the acceptance of commercial export freight of all kinds for movement via West St. John, regardless of date of billing. War munitions and supplies of any character, including corn and grain, when billed to or in care of A. H. Harris, Director of Overseas Transport, West St. John, will be accepted.

Pennsylvania, effective Feb. 9, revised and continued in effect its embargo on freight for domestic delivery at the port of Philadelphia as follows: Embargo wheat and corn for all consignees, all stations, Philadelphia, Pa. Embargo grain for all consignees, all stations, Philadelphia, Pa. Embargo grain for all consignees Washington Avenue Wharf, or any station in that district, Girard Point, or Girard Point Elevator.

Wabash, effective Feb. 5, modified its embargo of Nov. 27 on grain destined to points east of Detroit, Mich., or Toledo, O., via the Wabash Ry., or via any junction point east of East St. Louis or Chicago, to permit acceptance of such shipments from stations on Wabash Ry. or originating within switching limits of connecting roads at junction points on the Wabash Ry. destined to Wabash Ry. stations and connecting lines subject to embargoes of connections.

Philadelphia & Reading, effective Feb. 3, extended its embargo of Dec. 5, on all shipments of wheat consigned to or to be reconsigned to the 20th Street Elevator, Philadelphia, Pa., to cover all shipments of wheat in bulk reconsigned to all consignees, all stations in Philadelphia, Pa., including 20th Street Elevator, Philadelphia, Pa. This embargo does not in any way effect or modify embargo placed August 30, 1916, on shipments of grain for export or to Port Richmond Elevator.

Cleveland, Cincinnati, Chicago & St. Louis, effective Feb. 3, modified its embargo of Jan. 24 on shipments from the New York Central R. R. at Sheff, Ind., Danville or Lyons, Ill., and from its connections at Indianapolis, Ind., or any point west thereof on the Chicago Division, including Kankakee Line business, to permit the acceptance of all freight from all connections at junction points west of Indianapolis, Ind., destined to all local points except Cleveland, O., and shipments of grain for Indianapolis, Ind.

Wabash, effective Feb. 5, extended until further notice and modified its embargo of Dec. 26 and subsequently extended covering freight for points in Trunk Line or New England territory, etc., is extended until further notice and modified to permit acceptance of carload freight from stations on the Wabash Ry. or originating within switching limits of connecting roads at junction points on the Wabash Ry. destined to Wabash Ry. stations east of Detroit and Niagara Frontier, subject to embargoes of connections.

Canadian Government Rys., effective Feb. 10, on all carload traffic from or via St. Lambert, St. Hyacinthe, St. Rosalie Junction, Chaudre Junction and St. Foye, except overseas traffic consigned to or in care of A. H. Harris, Halifax or St. John, perishable, munitions, components, coal, coke, tank car traffic.

Boston & Maine, effective Feb. 4 to 11 inclusive, on all shipments routing to or via the Boston & Maine R. R. at Rotterdam Junction, Mechanicsville and Troy, N. Y., except shipments originating on the New York Central R. R. south of Troy, livestock, perishable, newsprint paper, coal, coke, fuel oil, field and garden seed, fertilizer, agricultural implements, nursery stock, material consigned to railroads, U. S. Government or Western Union Telegraph Co.

H. H. Savage, St. Joseph, Mo.

H. H. Savage, manager of the St. Joseph Branch, Marshall Hall Grain Co., St. Louis, is widely known in the grain trade, especially thru the central states, having been affiliated with the grain business for the past eighteen years.

When twenty to twenty-four years of age Mr. Savage was manager of country elevators belonging to large line elevator companies. He spent two years in the brokerage business for his own account, and since then has been identified with three prominent St. Louis firms, having been with Marshall Hall Grain Co. for the past five years acting in the capacity of floor salesmen in St. Louis and traveling representative. He has a host of friends in the trade who are glad he is realizing on his ripe experience.

Since Mr. Savage took charge of the St. Joseph office of Marshall Hall Grain Co. it has merchandised a large volume of business thru this office, and it now has an organization for caring for even a greater volume.



H. H. Savage, St. Joseph, Mo.

Construction Hints.

BY L. BUILDER.

CHIMNEYS are seldom properly constructed in grain elevators. In order to save a little money on labor and material it is a common practice to erect a small shelf or bracket on a wall about four feet from the ceiling and then run the chimney upward. Natural wear and tear, coupled with the vibration of the building causes the bracket to weaken, resulting in a serious fire hazard becoming prominent. This chimney is fourteen feet high, and cost \$11.20. This is \$.80 per foot, including all materials and hired labor. It has a solid concrete block base, which is partly buried in the ground. No danger from possible weakening of supports! When your present chimney needs an overhauling why not install a proper one? 'Tis better to spend the few extra dollars and do the job right.

WHEN BUILDING an elevator bear in mind that the mutual fire insurance companies have a standard of construction which must be followed if you are to enjoy the lowest rate for fire insurance. It will be money in every dealer's pocket to submit plans to them before building.

The owners of the Nebraska elevator illustrated herewith were conscientious in their efforts to build with safety, but as they deviated from the standard construction they were penalized as follows for their constructional mistakes:

Power house detached only 4 ft.....	\$15
Gas. feed tank not detached 15 ft... .	15
Openings in foundation.....	10
Iron siding not grounded for lightning protection	10
Total	10

In actual cash this amounts to \$2.50 for each \$1,000 of insurance. If \$10,000 insurance is carried annually the drain on profits is about \$25. But the biggest item is the fact that even tho they spent considerable extra money in building they did not overcome important fire hazards.

The concrete power house is detached four feet. Had it been detached ten feet (only six feet more) the mutual insurance companies would have made no power charge, as the danger of a fire in the power house communicating to the elevator would have been overcome. By building a reinforced concrete roof and having no unprotected openings between the power house and the warehouse this power house could have been built attached to the elevator, but with the wood and metal roofing it must be detached ten feet to take no charge.

The gasoline feed tank is built attached to the power house. It could have been placed fifteen feet away on the opposite side as conveniently, eliminating this charge. Attached gasoline tanks are very hazardous. With little additional cost the warehouse foundation could have been closed. With such openings as shown in the engraving, paper, straw, chaff and rubbish are sure to accumulate. The owners have old spouting and useless castoffs stored here. Fire records prove that hoboes seldom pass up such a "domicile" when the weather is inclement, and where is the hobo who would hesitate to build a fire under an elevator warehouse when he is cold?

Though having a metal roof and iron siding no connections for lightning protection are provided. By connecting the metal roofing with the siding and properly grounding the siding a credit could have been gained in the rate. The chimney on the power house is of concrete. This house was built in recent years, but the chimney is already cracked. Concrete chimneys crack very easily and expose the inflammable ceiling and roofing supports to sparks and fire. Never build a chimney of concrete.

ARGENTINA will probably impose an export duty April 1 of five per cent on all grain.

THE UNIFORM RULES COM'ITE of the Council of Grain Exchanges is hard at work to get tangible results. Pres. J. R. Mauff is devoting a great deal of time to this work. The members of the new com'ite are Adolph Kempner, Chicago; L. W. Forbell, New York; H. L. Goemann, Mansfield, O.; and J. W. Holmquist, Omaha, Neb.

APPROVAL of a \$400,000 appropriation will be asked of President Wilson by the federal trade commission and the Department of Agriculture for the food price investigation they are about to start at his direction. The trade commission's aim will be to cover every side of the food situation. Its observations will include the work of the farmer, the packer, the commission dealer, the wholesaler and the retailer. Experts will go into every detail of food production, distribution and consumption. A new division will be established, the sole duty of which will be to fix the responsibility for high prices.

Chokes.

BY CAL.

This homely title has been chosen for the following reason, to-wit;—A choke (wherever it may occur), being the most exasperating product of the Evil One's mind with which the elevator man has to deal, and his greatest sense of relief coming, as it does, when he sees things moving again after a choke. It is quite proper to designate by that expressive name anything which causes a grain man grief and the removal of which gives elation.

A choke may occur in the boot, in a spout, or in the method of conducting the business. The elevator man can take care of those falling under the head of the two places first named; but it is up to the boss to watch out for the other kind.

When you are aware, either through the agency of some subtle sixth sense, or because you can actually see it, that a choke has occurred don't cuss—but prepare to eat dirt.

So keep thy pit in a state of cleanliness, That when thy summons comes to delve Into that place of stygian darkness, Thou go, not with a feeling in thy heart of dread, But resting secure in thy knowledge of conditions below, Seize flashlight and respirator And descend for a quick clean-out and return to air.

If an efficient respirator or dust protector cost ten dollars, which it does not, one would still be cheaper than a single dust chill.

Keep the elevator and engine room cleaner than the boss keeps the office. "Your pardon, sir! You are the boss?" Then give that elevator man a run for his money, cleaning up.

P. S. If you are both boss and elevator man and thus have no one with whom to compete, try getting up early some Sunday morning and sweeping the house at home. If you do as well as the wife you will have learned that a good broom and elbow-grease are the only requirements.

By his oiling ye shall know him—the elevator man. The really efficient man keeps the bearings well oiled and the floors underneath, as well as the surrounding neighborhood, free from the lubricant.

The average corn broom is of short life around an elevator. One is on the market made from a sort of fibre (which is said to come from Africa) that appears to be much more suitable. It is light enough to be easily handled, stiff enough to do any work a broom should be called upon for, and does not pick up and carry back half the material it has pushed forward.

A FIRE originating on your own premises is almost certain to be due to somebody's carelessness. See that it is not yours.

When anything happens which you do not understand, close all open bin gates first—then investigate.

Is there a filled water barrel with two good buckets on each floor? If not, why not?

IF YOU USE a flexible loading spout with gravity as the power which propels



Above—A Well Constructed Office Chimney

Below—An Elevator with Open Trash Catcher under Warehouse, and Power House too Near. The Extra Cost for Insurance Will Always be 50c per \$100.

the grain into the car, try using a common block and tackle wire stretcher to fasten the spout in the car. It will possess an automatic lock, and with one end secured to a nail driven in a rafter and the other hooked onto the spout itself it is easy to pull the spout to any desired height and it will be held there firmly.

LADDERS are charged with being the cause of some 200,000 accidents each year, yet their use is necessary around an elevator. It is well to see that all stationary ladders are really stationary and all parts in good condition. A good ladder for use in cars should be light enough to handle easily and strong enough to bear several times the weight you expect to place upon it. Have the runners of sufficient size to permit the treads to be set in notches; use $\frac{3}{4}$ " bolts instead of nails in the treads; have two hooks made of flat iron for the upper end, two sharpened iron spikes for the lower end, and put these on with bolts. It can be hung over the grain doors when so desired and if set upon an oily car floor the spikes will not allow any slipping.

The cleaning and oiling of all bearings when the house is opened each morning and a careful examination just before closing in the evening will go far toward insuring a restful night's sleep.

Not even if the cupola windows are always open when elevating is being done will the work of a dust collecting system be equalled, but the collection of a lot of it around the head will be stopped.

"What can't be cured must be endured"—but be sure you have tried every possible remedy before pronouncing the case hopeless.

IF WATER won't start the engine, try gasoline.

Which brings to mind the thought that when water is found in the supply tank swearing at the oil man should not be indulged in until it is known that the moisture did not get in after the liquid was purchased. It is a wonder, because of their location with respect to surface water, that some fuel tanks are not half filled with H_2O .

In the light of recently acquired knowl-

edge regarding dust explosions it appears decidedly dangerous to take a lighted lantern into the pit, or any other place where grain dust is present in the air. If electric lighting can not be had, an electric hand lantern or a flashlight is much safer than an ordinary oil burner.

ADOPTING the principle of placing a stick in a barrel of water to prevent a freeze bursting the container, a four-sided affair, made from boards longer than the depth of the cooling tank, has been found efficient in protecting the same in cold weather. It doesn't keep the water from freezing, but it does save the tank.

THE EXPORTATION of wheat and flour from Uruguay is prohibited until the 1917 crop has been harvested, in a law dated Nov. 13. The prohibition does not apply to contracts which were made prior to Nov. 10. The executive is to compile, and lay before the legislature, statistical information as to the 1916 crop and the consumption in Uruguay, and the export prohibition is to remain in force until the legislature adopts such new measures as may be considered desirable.

THE MAXIMUM selling price of wheat in the district where produced in Spain, according to Consul General Carl Bailey Hurst, Barcelona, in Commerce Reports, is fixed by the official Spanish Provisions Board at \$2.95 per 100 pounds. The provincial boards are to ascertain the normal price of transportation in each province and, adding this to the price of wheat at the place of origin as fixed by the central board, the selling price in each locality is fixed. The selling price of flour and bread is likewise set.

SOME WELL MEANING but misguided congressmen have urged an embargo. There is nothing alarming about the visible supply. It is nearly 47 millions. To fade away entirely by July first, it must shrink $2\frac{1}{2}$ millions a week. Decrease last week was only one million, largest shrinkage in three weeks. It would shrink faster if railroad conditions were normal, but they may not be normal for several months. Since January first visible has decreased $14\frac{1}{2}$ millions, an average of 2 millions a week. Our "alarming scarcity" is still purely theoretical. Short crops wag long tails.—C. A. King & Co.

40,000 Bu. Montana Elevator.

Montana, which was long known as the great Copper State of the Union, is building grain elevators so rapidly that its prestige as a copper producer must soon be overshadowed by its large production of grain. It already has over 615 modern country elevators and many more are planned for erection this year. Its fertile valleys have favored farmers with full crops and each season sees greatly increased acreage planted to grain.

Most of the elevators erected in the state are modern in every respect, and in some of them have been incorporated many novel ideas for facilitating the work of the operators in the rapid handling of grain. The house recently completed at Poplar, in the northeastern county of the state, has two working floors, one above the other, one being down near the tracks and the other on a level with the driveway some 15 ft. above. At one side of this 40,000 bu. cribbed elevator, which is 32x34 ft., on a solid cement foundation, is a warehouse and on the other side is the office.

The driveway leading to the wagon dumps will be down hill all the way, but cross drains have been provided, so that water will not run into the lower pit, which has room for 800 bus. Above are two small pits, to hold 125 bus. each, so that the elevator can take in over 1,000 bus. of grain without turning a wheel. Two elevator legs carry large cups, so that 88,000 lbs. of wheat can be elevated in 30 minutes. The cleaner is on the second working floor, and so arranged that 700 bus. of grain can be cleaned without elevating a pound.

The farmers wagons are weighed on an 8-ton platform dump scale, and weighed out over a Richardson Automatic Type Registering Scale. Power is supplied by a 15 h. p. oil or gasoline engine and transmitted to the elevator heads and cleaner by means of ropes. A Keystone Friction Pulley is provided for throwing the power on and off. A 1,000 lb. hoist has been provided for raising flour and feed to farmers wagons on driveway above.

The building was designed and its construction supervised by B. F. Stone, who is now serving the Equity Co-Operative Association of Poplar in the capacity of manager, so he will be very glad to explain the good points of his plant to any visiting dealers who may be desirous of inspecting a real novelty in elevator construction.

THE ADVANTAGES and disadvantages of handling grain in bulk and in sacks are discussed, and data on the cost of handling grain by these methods are given in Circular 152 (1916) of the California Agricultural Experiment Station. The cost of handling sacked grain after harvesting is estimated at \$3.915 per ton, compared with \$2.90 for bulk handling.

SUIT TO BREAK up the alleged sisal trust, composed of the Pan-American Commission corporation and the Comision Reguladora del Mercado de Henequen of Yucatan, and Sol. Wexler, Lynn H. Dinkins, Juan Martinex, Menalio Marin, and Nicholas Ferraes, individuals, was recently brot by the department of justice in the United States District court in New York. It charges that the sisal trust is seeking to add \$25,000,000 to the American farmer's bill for binder twine this year. The suit is along lines suggested by the senate com'ite on agriculture.



Two Views of a New 40,000-bu. Elevator at Poplar, Mont.

The GRAIN DEALERS JOURNAL.

Track Scales Not Adequate Weighing Facilities.

The Pomerene Bill of Lading law would have saved the country grain shippers of America better than \$11,515,000 if it had been in effect in 1915, and in 1917 the average country elevator will save over \$500 if the shipper avails himself of this law, says the Richardson Scale Co., in a 12-page pamphlet, from which the following is taken:

"Adequate" doesn't mean "Accurate" and the two words "Weighing facilities" do not mean "scales." You can have a commercially correct track scale but if it is exposed to wind and weather while you are loading and weighing the car the weights could be seriously in error, and such an installation would not be considered adequate weighing facilities. Again, you might have a commercially correct hopper scale but if the grain leaks between the scale and the car such an installation also would not be called adequate weighing facilities.

Suppose outside your elevator and over the track we build a scale house and in that house an enormous even arm beam track scale (such a scale is quite possible) capable of weighing a loaded car at one draft. It would be the most accurate scale known and it would weigh the carload in one draft, but fancy handling and counting the sixty tons of fifty pound Government test weights every time the railroad agent weighed a car. This scale could not be bettered but it would not be practical and therefore could not be considered adequate weighing facilities.

"Adequate weighing facilities" . . . "available to the carrier" must be interpreted by the rules of reason and might cover quite different weighing facilities for the shipper at an inland terminal, seaboard terminal and country station and can therefore only mean:

A commercially accurate scale of a capacity relative to the shipper's elevator, handling capacity and volume of business, used and installed as it is intended and designed to be by the makers; and such a scale as can be bought for a sum within the reasonable financial reach of the operators of the above classes of houses.

To determine therefore whether any scale or weighing system could be considered to be "adequate" and "available" it must be commercially accurate. It has been found to be impossible to weigh the same parcel of grain, if of any size, twice with the same results. Therefore certain "tolerances" are admitted for each type and size of scale and certain allowances should also be given the carriers.

There are certain conditions where some types of scales if installed would be worthless. A certain type of scale could not be legislated upon as adequate and then be installed anyhow and anywhere. The installation is as important as the scale and the scale must be so installed that the local railroad agent can be reasonably sure that the weight of the grain he weighed is the weight of the grain in the car. Therefore the nearer the grain is weighed to the car the better and the path of the grain from the scale to the car if not weighed in the car must be easy of inspection.

All systems of weighing dependent upon the human element are fallible. There has yet to be found the man or market which makes no mistake due to accident, ignorance, carelessness, dishonesty or mental aberration. There is no type of scale for sale today which is proof against the dishonesty of the man. Therefore

the scale which is most proof against the accidental errors of the man is the most adequate, other conditions being equal.

If a law was passed stating that after Jan. 1, 1917, all elevators must be equipped with "adequate electric motors" and be "available to any shipper wanting to use your elevator" everyone would understand that an adequate motor would be one able to handle the 5,000 bu. country elevator in the Southwest or the 2,000,000 bu. elevator in Chicago and that the other shipper must be allowed to use it to run the elevator. This law does not state that the railroads are to fix upon some type and size of scale and state that it is the only one available to them but that where you provide adequate weighing facilities for your elevator and those facilities are at the disposal of the railroad agent he must weigh your grain. But the scales certainly must be adequate for you; if they are not naturally he could not and would not properly be expected to use them. So the important point is, are your weighing facilities adequate for your elevator? If they really are adequate for your elevator and the railroad can use them then they are "adequate" and "available to the carrier."

Mandatory weighing facilities must not be of such a cost that you can not afford them for to pass a law compelling you to install scales of an unreasonable price relative to your business or else forfeit your grain would be depriving you of your property without due process of law and so unconstitutional.

The carriers could have installed a track scale in front of every elevator but the cost was high. They could have installed a track scale and weigh house at every station as is done in Europe but the switching of American cars requires power and that would mean shorter runs for way freights and more crews and engines. Or they might have installed a hopper or automatic scale of their own in every elevator but that means money.

The carriers claim they cannot afford to install a track scale in a concrete pit and under cover for every shipper. Upon the face of it this looks reasonable. It is still less reasonable for the shipper to be forced to do it for it would cost him very much more. Track scales are notoriously liable to error, very expensive to keep up, very easy to cheat with and can only be tested occasionally at great expense to the shipper and between tests neither the shipper nor the railroad agent could tell whether the scale was correct for the beam of the most inaccurate track scale will come to a balance.

The shippers at a station might club together and install a track scale in a scale house over a concrete pit. How you would split the cost we know not. The fact remains that if the railroads find it impracticable on account of the switching it would still be so even if you paid for the scale. You would have to cooper the car, switch the car, perhaps past your neighbor, weigh it, chalk the wheels and rails to spot the car on the scale again correctly, load the car, switch the car and spot it on the scale at the same identical place and weigh and switch the car again. Your weights would be very doubtful and grain doors would often sell at \$1.00 per bushel.

The track scale is very adequate at certain terminal houses where it is watched every day by competent scale inspectors and with the cars switched by car pullers. It is very inadequate for the average country house and station and beyond your financial reach for the business you do.

Ohio Farmer Grain Dealers at Toledo.

The second annual meeting of the Farmers Grain Dealers' Ass'n of Ohio was held at Toledo, Feb. 22.

Pres. J. F. Parritt, Malinta, calling the convention to order, with about 125 farmers and ten managers present. In the afternoon session about twenty managers were present.

Rev. E. Elliott pronounced the invocation, and the president introduced J. W. Young, president of the Toledo Produce Exchange, who welcomed the convention to the city, and said the report has circulated that his organization is lacking in "pep." Collectively all organizations are strong, individually the members are weak. Such an organization cannot stand still; it must either progress or go backward. Try to inject some pep into your meeting.

Pres. J. F. Parritt responded: All of the high schools are now teaching agriculture. We believe the farmers have as much right to market their produce as others. To better conditions this organization was perfected.

Sec'y Latchaw read the minutes of the last meeting, which were adopted as read.

Pres. J. F. Parritt: This organization is not for political or for selfish purposes. Its purpose is to provide for the betterment of grain conditions in general. Our aim is to secure better markets by organizing farmers' elevators.

We are vitally interested in the U. S. Grain Standards Act, as it is one of the most important ever passed affecting the grain trade. The moisture test as applied to the grading of wheat is too low.

We are interested in the Pomerene Bill, which says that if the farmer keeps his scales clean and makes the request that the railroads take his weight, the railroad must do so. Of course, if the railroad fails to avail itself of the opportunity to see the grain weighed, after the farmer has notified it in writing, then the responsibility rests wholly with the railroad.

We are against an Income Tax which will tax the farmer who raises the grain and again when he markets it. We believe the co-operative elevator companies should be exempt from the income tax.

We believe cars should be given in proportion to the amount of business done instead of alternately as at present, because in some stations the farmers' elevator does twice as much business as the privately owned elevator.

The organization has increased in numbers during the past year. I advise our members to be cautious in buying during the next year because of the high prices.

The reports of the officers and com'tees were next called for, but none had any report to make.

R. E. Kroninger, Grand Rapids: Will some representative of the Toledo Exchange explain to us just what is meant by Toledo weights?

Afternoon Session.

The president called the meeting to order, and after studying the rules, appointed a nominating com'ite, with R. E. Kroninger as chairman.

Pres. Parritt: I think the proposed 13% moisture test for wheat is too low. If the convention thinks it is too low, some action should be taken now.

Mr. Kroninger: I move that this organization go on record as being of the opinion that 14% is sufficiently low for the moisture test, and that the sec'y notify Chief Brand to that effect. Seconded and carried.

The com'ite on resolutions offered the thanks of members to Toledo, who, thru J. W. Young, has extended so many courtesies to the delegates.

Whereas, The farmers have been and are now wrongfully charged with being responsible for the high cost of living, therefore be it

Resolved, That we emphatically protest against such an untrue and unwarranted accusation and hereby declare it to be our firm conviction that the said high cost of living is largely due to the present combination methods of distribution of the necessities of life in which reliable statistics show that it costs \$7 to market and distribute \$9 worth of products in their transition from the hands of the original producers to that of the ultimate consumer.

Inasmuch as the railroad co's charge demurrage because of delays in unloading cars, therefore be it

Resolved, That we deem it neither improper nor unjust that they be held equally and financially responsible for delay in furnishing cars and for delay in transporting loaded cars to their final destination.



Sixteen Steamers with Winter Storage Grain at Port McNicoll, Ont.

Port McNicoll Averages Cargo of Grain a Day During Season.

When navigation closed on the Great Lakes for the season of 1916 the Canadian Pacific Railway Company's elevator at its Georgian Bay terminal, Port McNicoll, Ontario, had in store 5,300,000 bus. of various grains, and there were in the harbor 20 steamers, 16 of which held storage cargoes aggregating 5,000,000 bus. more. Sufficient room in the house, to take in some of the floating cargoes before movement of the steamers became impossible on account of the ice was made by shipping grain East by rail. The balance of the fleet was lined up along the elevator wharf in order of precedence and allowed to freeze in. As their cargoes are called for thru the winter the boats will be unloaded after the ice in the harbor has been cut to permit of their movement.

The fotograf reproduced herewith was taken before the entire fleet had arrived, but it gives a comprehensive idea of the harbor and vessel alignment as well as a view of the elevator. One of the steamers shown is the W. Grant Morden, which on July 17 took from Port Arthur, Ont., 490,720 bus. of wheat, at that time the largest cargo ever carried on the Great Lakes. This cargo was unloaded at Port McNicoll in twenty hours. The record was broken later in the season when the same steamer delivered a cargo of 786,000 bus. of oats at the Port McNicoll house, the unloading time being 25 hours. Her winter storage cargo consists of 735,000 bus. of oats.

It is worthy of note that Port McNicoll, with one elevator equipped with two marine legs, received 40,000,000 bus. during the season, an average of a cargo a day, whereas Buffalo with a host of elevators of infinitely greater combined storage capacity received 160,000,000 bus. Such a volume of business was possible only on account of the excellent car supply provided, efficiency of the operating staff and the rapid handling facilities provided for in the elevator design.

Each of the marine towers is mounted on car wheels and moved along the wharf as desired to different holds of the vessels. Each marine leg has a specified maximum capacity of 20,000 bushels per hour, but each has handled on rush occasions as much as 26,000 bushels per hour. For the entire season each leg averaged between 14,000 and 15,000 bushels per hour, which is extraordinarily good work when it is considered that the maximum capacity of a marine leg is only obtained in the

short periods of time when the different compartments of a steamer are being dipped or, in other words, when the leg is first put into the hatch, at which time the boot is completely buried in grain.

The Canadian Board of Grain Commissioners in classifying the elevators east of Fort William about two years ago rated Port McNicoll as A 1 in a class by itself. The entire plant was designed and erected by John S. Metcalf Co., Ltd., the same company having also erected practically the entire railroad terminal, including flour and freight sheds, 7,000 lineal feet of wharf, complete water system, as well as numerous other smaller buildings.

THREE FOREIGN-BUILT vessels were admitted to American registry during the three weeks ended Feb. 10, with a total gross tonnage of 7,459 tons.

THE CAUSE of pellagra is attributed by a health officer in North Carolina in his district to hard times, lack of work, and poor wages which has forced many persons on poor rations. It was found that pellagra had increased in spite of an almost unparalleled improvement in general sanitation.

THE DIET HISTORIES of 35 pellagra patients three months previous to the appearance of the disease showed the vegetable and fat components were notably conspicuous and the animal protein foods were relatively inconspicuous, according to J. R. Ridlon in U. S. Pub. Health Rpts. 31 (1916) No. 30.

Grain Men's Private Car Line.

In other lines of trade it is a common practice for big shippers and manufacturers to operate private car lines, but in the grain trade this has been found unnecessary hitherto.

A line of ten cars under lease has been operated for several months by Horton & Collins, grain dealers of Garrett, Ill., enabling them to move out grain from their five elevators. During January the firm was able to ship 55 cars.

The cars were rented from the C. H. & D. at \$60 per car per week, the firm paying the regular freight charges besides the weekly rent. Being designed for stock, each car had to be boarded up with shiplap and building paper at an expense of \$30 per car to make it fit for grainloading. The contract provided that the carriers should not be liable for loss by leakage in transit, and that the cars were to be rushed back as soon as unloaded at the terminal market.

Annual Report Missouri Warehouse Commissioner.

Jas. T. Bradshaw, state warehouse commissioner of Missouri, in his annual report for 1916, just issued, says:

There was a large increase in the business of the public grain elevators and warehouses at Kansas City, St. Louis and St. Joseph during the year 1916. More grain was taken into store, transferred and shipped from the public grain elevators and warehouses of Missouri the past year than during any other year in the history of this Department, all of which was inspected and weighed by the Missouri State Grain Inspection and Weighing Department, and for which warehouse receipts were issued by this Department.

New and modern elevators have been built the past year at Kansas City, Mo., and at St. Joseph, Mo., which are under the supervision of this Department. Several more new elevators and large flouring mills are being built and tanks added to the present houses for handling and storing the grain in the terminal markets, all of which is increasing the business of this Department from year to year.

For twenty years or more prior to the time I assumed charge of the Department, the records show that it had barely been self-sustaining, for its total net earnings during all that time were only \$31,956.04. About twelve years ago \$10,000 of the net earnings of the Department were transferred to the General Revenue Fund of the State, and on April 15, 1913, there was a balance on hand of \$21,956.04, when this Department passed from the control of the Board of Railroad and Warehouse Commissioners to my management and control as State Grain Warehouse Commissioner. \$31,956.04 represents the total net earnings from state grain inspection and weighing at Kansas City, St. Louis and St. Joseph for more than twenty-five years under the Railroad and Warehouse Commissioners.

Since April 15, 1913, the net earnings of this Department under my administration as Warehouse Commissioner have been \$67,223.16 to Dec. 31, 1916, and the fees for inspecting and weighing grain or for any service rendered by the Department have not been increased. The net earnings of the Department since April 1913, the beginning of my term, have increased from year to year with the growth and increase in the grain business of the terminal markets of this State, the business of the Department reaching the highest figures in its history for the year 1916, with net earnings for the year of \$34,967.35. The total receipts for the year 1916 were \$133,487.63, and the total disbursements for the year for salaries and all other expenses were \$98,520.28, making the net earnings the past year \$34,967.35, the banner year in the twenty-five years the Department has been in existence.

This Department has been able to help the State financially beyond the expectation or intention of the law by increasing its business the past four years and permitting its net earnings to revert to the General Revenue Fund of the State. The State Grain Inspection and Weighing Department has during my administration been more than self-sustaining and has been a welcome revenue producer to the extent of nearly \$90,000 the past four years, when revenue has been badly needed to meet the State's obligations, notwithstanding the fact that this Department is not properly a revenue producing department under the law.

Grain Inspection and Weighing at St. Joseph.

J. O. Winn, state grain inspector at St. Joe, was formerly inspector for eight years at Kansas City, where he had charge of the regular elevators. Leaving there, he moved to St. Joe where he has been located for the past eleven years. He is a licensed Federal inspector, and country shippers and exchange men alike express the highest confidence in him and his work.

The grain inspection department will have a suite of three rooms on the new trading floor, and these are to be equipped with the latest and most approved apparatus for facilitating the accurate testing of grain. At present the department has two gas, six-flask moisture testing machines, but the new equipment will include two electric moisture testers. Charges for inspection are: regular inspection, 50c, sample furnished 15c, and moisture test of corn, 25c.

No track scales are located at the elevators of St. Joe, all grain weighing being done with type-registering hopper scales, most of which weigh 120,000 lbs. to the draft. As for scale inspection, neither the state nor the exchange maintains a scale dep't. but the weights are continually checked with those of shipping and receiving points, and close watch kept to see that the scales are working freely. In case any discrepancy becomes apparent, a scale expert from the manufacturer is immediately sent for. Such an inspector goes over the scales at least once a year, testing them with 4000 lbs. of test weights. The Western Weighing & Inspection Bu., which has charge of the railroad scale testing, also frequently tests these scales for the carriers. In a test recently made, the railroad inspector made the Burlington Public Elevator shut down for two days so that the test would in no way be disturbed.



Chief Grain Inspector J. O. Winn, St. Joseph, Mo.

Mr. Winn has two deputy grain inspectors and two deputy weighmen reporting to him. Seven deputy weighmen of the exchange, located in the private houses, report to the sec'y of the exchange.

Charges for weighing are 40c in, and 25c out.

Exportation of Wheat From Australia.

[Following is a continuation of the remarks of Robert P. Durham, now of the Macdonald Engineering Co., who traveled extensively in Australia in the interest of John S. Metcalf Co., Ltd. The first article, entitled "Australian Methods of Marketing Wheat," appeared in the Grain Dealers Journal Dec. 25, 1916. The second article, entitled "Despatching Wheat in Australia," appeared in the Grain Dealers Journal Jan. 25, 1917.]

Wheat is shipped from a number of Australian ports. In New South Wales, the largest wheat producer, are two ocean ports of prominence; in Victoria two; in South Australia, which stands third in wheat production, are half a dozen ocean ports, and in Western Australia, a comparatively undeveloped wheat territory, are four. In addition to these, a considerable amount of wheat has in the past been shipped from smaller ports by lightering to vessels lying in deeper water, but this was generally applied to sailing vessels and that method of transfer is becoming less used.

In the larger ports, where deep water comes close to shore, loading is done over wharves and sacks are slung directly from truck to vessel wherever possible. This movement is shown in Figs. 1 and 2. Ordinarily a sling load of sacks of wheat is twelve sacks.

An inspector stands beside the truck and samples a portion of the sacks and in some ports a government certificate of quality can be obtained. Obviously the inspection must be incomplete and the method of loading is slow when viewed from the standpoint of an American exporter who loads a vessel with bulk grain. The average time taken to put the cargo of a grain steamer aboard, calculating on a ship of five thousand tons net register, is about ten days, a load which could easily be put aboard at our best Atlantic ports in from one to two days.

Some bag conveyors with means for loading directly into vessels have also been built, as shown in illustrations 3 and 4. It is calculated that the cost of loading vessels will be materially reduced by this means, but no one has been able to figure how this loading can be done anywhere near as cheaply as by bulk loading. No. 4 shows several stacks of wheat lined up along the shore. It is obvious that a great deal of moisture is absorbed by the wheat when allowed to stand exposed in this manner.

Long jetties extending from the shore to deep water are shown in Figs. 5, 6 and 7. The trucks of bagged wheat are run out on the jetties and loaded directly into vessels' holds. These jetties are used where longshore wharf developments have not been made. As steamers are not always available for loading, hundreds of thousands of sacks must be stored at the shore end of these jetties, when the harvest traffic is at its height, and later reloaded onto cars and taken to the ships. The enormous amount of manual labor entailed is obvious.

The greater part of the Australian wheat goes to Great Britain, with a certain amount to European continental ports and a considerable quantity to South Africa, which is a corn country, but not a great wheat producer. The voyage from

Australia to British ports takes about 45 days for the ordinary tramp steamer. Almost all of this traffic goes around the Cape of Good Hope, as the Suez Canal dues are sufficient to make it to the advantage of the vessel to take the longer trip and avoid that tariff. Wheat from Australia must often be re-bagged in Great Britain on account of the British standard sack being of a considerably larger size than the Australian sack and the standard sack is in demand within Great Britain.

THE FUTURE PLACE of Australia in grain production is problematical and a matter of opinion. Large quantities of oats can be raised, but on account of the distance from European markets it seems questionable whether the export business in oats will amount to very much, at least for many years.

Both feeding barley and malting barley are raised, but in small quantities. At present malting barley is imported to meet local requirements, but the possibility of increasing the Australian production of malting barley so that it may ultimately be exported is considered good by many authorities.

Corn can be raised in large quantities in Queensland and northern New South Wales, but up to the present there has not been a sufficient amount produced to make the corn exports an appreciable item. Undoubtedly the production of this cereal will increase, particularly in Queensland. It will be a long time, however, before it has any material effect on the corn trade of the world.

The only important Australian grain from the international standpoint is wheat. In fact, wheat, sheep products and mining products are the commercial backbone of Australia.

The size of the wheat crop has increased so rapidly of late years that the Australians themselves have been rather at sea in predicting yields. Last year the total yield was in the neighborhood of 180,000,000 bus., yet two or three months before harvest many grain men who might be considered in a position to know did not think the crop would run much over 100,000,000 bus., and those who predicted 140,000,000 bus. were considered optimists. It is reported that this year's crop will be about 120,000,000. As harvest time is in January and February that figure may now be taken as approximately correct.

Undoubtedly there are vast areas which are capable of wheat production which have not yet been developed; and those which are producing wheat should increase their yield per acre, except in the older localities. The states of New South Wales and Victoria last year produced about 60,000,000 bus. each, South Australia about 30,000,000 and Western Australia something over 20,000,000. These four states are the chief producers. Victoria is nearer its limit of production than any of the others, but it is probable that it can at least double last year's figure, making a Victorian production of 120,000,000.

New South Wales is a long way from its limit and some day that state will probably produce about 200,000,000.

South Australia is more of a doubtful quantity on account of the large areas of excessive dryness, but will probably ultimately triple its present production.

Western Australia is a vast territory of almost one million square miles, with a present population of considerably less than a half million people. While a part of it is tropical and a part of it desert,

there is no question but that there are enormous areas which can and will ultimately be turned into wheat raising. While the day is probably far distant, it may be assumed that at some future time Western Australia will be raising from 150,000,000 to 200,000,000 bus. Upon this point, however, there is a considerable difference of opinion. The Western Australian agricultural authorities are not so optimistic. Mr. George Walker of Lindley, Walker & Co., Sydney, New South Wales, a gentleman known to some of the trade of this country, and one who has done more than any of the Australian grain men to forward the bulk handling movement, told me he considered that Western Australia would some day be the largest wheat producing state of the continent.

SUMMING UP THE above, it looks as tho it were possible that all Australia would some day be raising 500,000,000 bus. or more of wheat. That time is considerably in the future and such an estimate would be considered much too optimistic by many Australians. In fact, they are inclined to hold more pessimistic views in regard to the future of their own country than we are apt to find among those developing our own and the Canadian west.

The liability to drought will militate against the rapid increase of the Australian crop. What effect this will have on future expansion it is impossible to calculate. The harvest of 1914 to 1915 was practically a failure on account of the lack of moisture. The average yield

for the country was around three bushels per acre and both North and South American wheat had to be imported. In general, Australian authorities assume that wheat cannot be grown where there is less than fifteen inches of rainfall, but the Minister of Agriculture of South Australia mentioned one area where a good crop was obtained last year with only eight inches. In this case the rains must have come at just the right time. On the other hand, there seems to be an unfounded feeling against the production of wheat in areas where the rainfall would not be considered excessive by us, but is large from the Australian experience. For instance, I was told that a district which had a little over thirty inches of rainfall was not good for wheat because the moisture made the wheat too soft. As this is about the rainfall of the wheat state of Kansas, there must either be a possibility of developing such areas as yet unappreciated in Australia or else the rains come at much more disadvantageous times than is the case in Kansas.

A considerable amount of milling is done in Australia and it has been greatly stimulated by war orders. Very little flour is shipped to Europe, however. South Africa takes some and a considerable amount is sent to the East Indies.

Almost all of the Australian wheat is white; in the better varieties translucent, and of strong milling quality. It is in considerable demand in Great Britain for mixing with other wheats, and commands a high price in British markets. While there are many varieties grown, as

"Bobs," "Comebacks," etc., the wheat most favored is one developed in Australia by the late Professor Farrar of New South Wales and called by him "Federation." This wheat was developed by various crossings into which barley entered to some extent. It produces a good yield even in comparatively dry seasons. The heads are brown and a field of Federation ready for the stripper presents a rich brown surface instead of the golden appearance more familiar to us.

Those who wish to gain a good general idea of the continent of Australia cannot do better than secure the National Geographic Magazine for December, 1916, which is entirely occupied with a most interesting and capable article on Australia written by Herbert E. Gregory of the United States Geological Survey and of Yale University.

WE LIKE the Grain Dealers Journal very much and think there is a great deal of information in it for grain men.—T. A. Johnson & Son, Madison, S. D.

WINNIPEG, MAN., Feb. 17.—Flaxseed inspected to date, 3,275,000 bus., in store at country points, 850,000 bus., in transit not inspected, 80,000 bus., in farmers hands to market, 1,500,000 bus.; compared with 2,050,000 bus. inspected to date; 300,000 bus. in store at country points; 80,000 bus. in transit not inspected; 2,500,000 bus. in farmers hands to market on Mar. 9, 1916.—Frank O. Fowler, secy Northwest Grain Dealers Ass'n.



Shipping Wheat from Australia.

Seeds

PELLA, IA.—We have no surplus stocks this season.—Cole's Seed Store.

KNOXVILLE, TENN.—D. R. Mayo, a prominent seed dealer, was stricken suddenly and died the following day.

ST. LOUIS, Mo.—Fire recently damaged the stock and fixtures of the St. Louis Seed Co., the estimated loss being \$100,000.

OSHKOSH, WIS.—The Wisconsin Seed & Fertilizer Co. has changed its name to the Oshkosh Seed Co. Carl Koewekamp is president.

VELVET BEANS are for the first season on the market in Alabama in large quantities.—E. Wilkinson, pres. Western Grain Co., Birmingham, Ala.

NEW YORK, N. Y.—Owing to heavy congestion of freight on all railroads, we advise early forwarding of shipments.—Nungesser-Dickinson Seed Co.

ATLANTA, GA.—The McMillan Bros. Seed Co. has been sold to W. H. Letton and J. C. DeFoor, who will operate under the name of the Letton-DeFoor Seed Co.

AUSTIN, TEX.—The pure seed bill of Senator Decherd, No. 169, is approved by H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, as being more practical than Boner's bill.

BALTIMORE, MD.—Chas. J. Bolgiano, head of the oldest seed house in Baltimore, J. Bolgiano & Son, was elected to membership in the Baltimore Chamber of Commerce recently.

ODELL, ILL.—No grain seeds raised here except red clover and timothy. Clover poor crop. Not enough for local seeding. Timothy fair crop, but will all be used here.—C. A. Vincent.

A DEVICE for taking seed samples for germinating tests has been invented by H. D. Hughes, head of the farm crops department at Iowa State College, Ames, Ia. It consists of a funnel-shaped nozzle, with goose neck, attached by hose to a vacuum machine. The nozzle end is perforated with tiny holes, thru which the vacuum suction draws. When placed on a lot of seeds this nozzle draws up only those seeds over the tiny holes, and when placed down on the wet blotter on which the seeds are to be germinated, the vacuum when released drops the whole number of seeds evenly spaced over the blotter surface. The machine is supplied with two nozzles with different-sized holes and will pick up any seeds from timothy to flaxseed.

THREE-YEAR-OLD lespedeza seed failed to germinate and two-year-old seed had a very low percentage of germination in tests reported in Ext. Div. Circular 11 (1916) of the La. Agr. Col. Seed with a high percentage of hard seeds in Nov., 1914, when tested in Dec., 1915, showed an increase of 11 per cent of germination and a decrease of 34 per cent in the number of hard seeds, but when tested in Feb., 1916, the germinative value was practically the same as in Nov., 1914. Corresponding samples of a high percentage of germination and a comparatively low hard seed content in Nov., 1914, showed practically the same percentage of viable seeds and the same hard seed content when tested in Dec., 1915, and Feb., 1916, as the samples mentioned.

A MOVEMENT to stop the annual waste in the free distribution of government seeds has been started by Senator George W. Norris of Nebraska. An amendment which he has proposed to the agricultural appropriation bill would cut the appropriation for that purpose from over \$240,000 to \$50,000 and provide that the seeds shall be sent only to those who make application for them.

OF MORE THAN fifty varieties of oats tested for 11 years by the Ohio Experiment Station at Wooster, the following, arranged in order of rank, have yielded more than 65 bushels to the acre: Siberian, Improved American, Big Four, Silvermine, Green Mountain, American Banner, Sixty Day, Lincoln, Czar of Russia and Joanette. Sixty Day ripens fully 10 days ahead of the others, which are midseason or late varieties.

LAFAYETTE, IND.—The Agricultural Extension Department of Purdue University during the year ending June 30, 1916, tested in its seed laboratory 3972 samples of clover, alfalfa, timothy, bluegrass and other small seeds and grains, an increase over last year of 637 samples. Tests for purity were made of 1111 samples consisting chiefly of the various clovers and grasses; 2329 germination tests were made. Examinations were made for dodder, Canada thistle, and other especially noxious weeds.

MICHELL, S. D.—This section has a considerable amount of red clover, timothy and alsike, and prices are high. Alsike and alsike and timothy mixed are becoming popular. Blue grass is not as yet a commonly known crop. Much of the alfalfa seed held in this vicinity is of a splendid quality; a quantity contains much brown seed; the yield last season was only fair.—Dakota Improved Seed Co.

NEWTON, ILL.—The decrease in the acreage of timothy meadows for the next year will be most pronounced, as the dry weather last fall was most severe and long drawn out. Many of the old meadows are dead and a lot of them have been burned up and have already been plowed up and a lot more will be in the spring. There was about 75% of a crop of timothy seed and red top here last season. The farmers are reporting that red top meadows are looking better than timothy. Very little seed carried over from last year.—T. F. Money & Co.

Imports and Exports of Seeds.

Imports and Exports of seeds during December, 1916, compared with December, 1915, and for 12 months ending December, 1916, compared with the corresponding period ending December, 1915, as reported by E. E. Pratt, chief Buro of Foreign and Domestic Commerce, were as follows:

	IMPORTS.			
	December, 1916. 12 mos. ending Dec. 1915. 1916.			
Castor beans,				
bus.	17,929	9,008	855,315	1,034,822
Flaxseed,				
bus.	1,239,874	400,925	14,696,623	18,098,004
Red clover,				
lbs.	3,787,846	350,440	13,302,105	30,159,880
Other clover,				
lbs.	522,957	1,052,819	10,278,593	10,773,900
Other grasses,				
lbs.	694,282	944,045	24,980,448	10,204,444
EXPORTS.				
Clover,				
lbs.	1,224,722	1,097,865	9,527,258	6,049,000
Timothy,				
lbs.	3,347,426	2,012,975	17,646,273	12,428,140
Other grasses,				
lbs.	507,818	949,210	3,688,694	4,120,644
Cotton, lbs.	536,104	265,386	2,063,086	1,530,799
Flaxseed, bus.	158	16	5,069	1,640

From the Seed Trade.

ST. LOUIS, Mo.—Timothy and bluegrass crops yielded well. Clover is hulling out better than had been expected.—Chas. E. Prunty.

MECHANICSBURG, O.—Clover in this vicinity the past season was only fair, and next season may not be quite up to normal.—Wing Seed Co.

WICHITA, KANS.—The 1916 crop of alfalfa seed in Central and Southern Kansas was much larger than any crop harvested during the past ten years. The demand has been excellent and the seed has been moving freely at reasonable prices. It looks as tho a few farmers would carry over some seed to next year, not being satisfied with present values. Cane seed, kafir, milo, sudan grass and other members of the sorgum family made a very small yield in 1916 and it is doubtful if there will be any seed carried over for 1918 season. The outlook is a good trade for all spring seeds.—Ross Brothers Seed Co.

TOLEDO, O., Feb. 20.—Clover has had considerable advance. The demand did it. Easterners are disappointed in shipments from Europe. Their crop failure curtails their exports. Ocean transportation difficulties further reduce chance of important imports. Seaboard stocks are small. Central states holders say it is a case of "You Come to Us." With continuation of demand, still higher prices are easily possible. New York state dealer thinks advance justified. Confirms report of small stocks in east. General trade did not place as large orders early as usual. Some dealers unfortunate in recent years with early purchases and inclined to wait. General situation is featured by small supplies. One of largest Wisconsin seed houses writes us situation seems healthy. Country well shipped out. Stocks in jobbers' hands not burdensome. Demand more diversified than usual. Illinois seed firm writes that stocks held by country dealers are diminishing. April future showing more activity. Low point in prices of April clover for current period usually come towards the end of future. Prices governed by the demand. High prices usually mean wide fluctuations.—Southworth & Co.

BELFAST, IRELAND, Jan. 25.—With 10% more land ordered by our Government to be cropped in Great Britain and Ireland, the acreage under oats, wheat and potatoes will be greatly increased. This will make for larger sowings of all kinds of grass seeds and clover seeds. In Ireland we have had an average crop of both Perennial and Italian Ryegrass. Perennial is at pre-war prices as is also crested dogtail and both these seeds may be worth buying now for a "spec." If the war should finish before another season comes round, these seeds would be on a much higher level. Italian ryegrass is very dear on account of the absence of French Seed. The English crops of red, white and alsike clover seeds were almost complete failures. Some new red is now showing but quality is poor. We are also getting a few lots of choice white but so far very few samples of alsike have appeared on the market. Trefoil is a small crop of medium to poor quality. Spot lots of all clovers, both English, American and continental are dear and in our opinion stocks are much below normal. Our arrivals from America and Canada of both clovers and natural grasses do not compare favorably with former years.—John Lytle & Sons.

Importance of Seed Testing.

The importation of seeds, according to the Yearbook of the Department of Agriculture for 1915, is prohibited by the seed importation act only when they are adulterated or unfit for seeding purposes as defined in the act, but this act does not prohibit the importation of seed that is dead or that contains large quantities of chaff and dirt.

Tests of samples of foreign seed received thru the Customs Service show that between July 1, 1914, and Oct. 1, 1915, over 300,000 pounds of light-weight orchard-grass seed were imported which contained an average of only 28 per cent of seed, the remainder being chaff and dirt. The plate reproduced on this page shows the germination of a sample of imported crimson-clover seed. The upper half contains worthless seed, most of which is dead, while the lower half contains good seed, which germinated well. Nearly 2,500,000 pounds of the crimson-clover seed imported during the 6 months following April 1, 1915, contained an average of only 54 per cent of live seed, and of this the germination of 500,000 pounds averaged but 38 per cent. In other words, enough orchard-grass seed was imported to sow 20,000 acres and enough crimson-clover seed to sow 120,000 acres, none of which could be expected to produce a stand in the field when used at a normal rate of seeding. Dead crimson-clover seed cannot be effectively separated from live seed, and both the crimson-clover and orchard-grass seed were imported at such prices that the good seed in these shipments cost more than the best grade of seed on the market at

the time. All of this crimson-clover seed of low vitality and chaffy orchard-grass seed is sold to the farmer without re-cleaning.

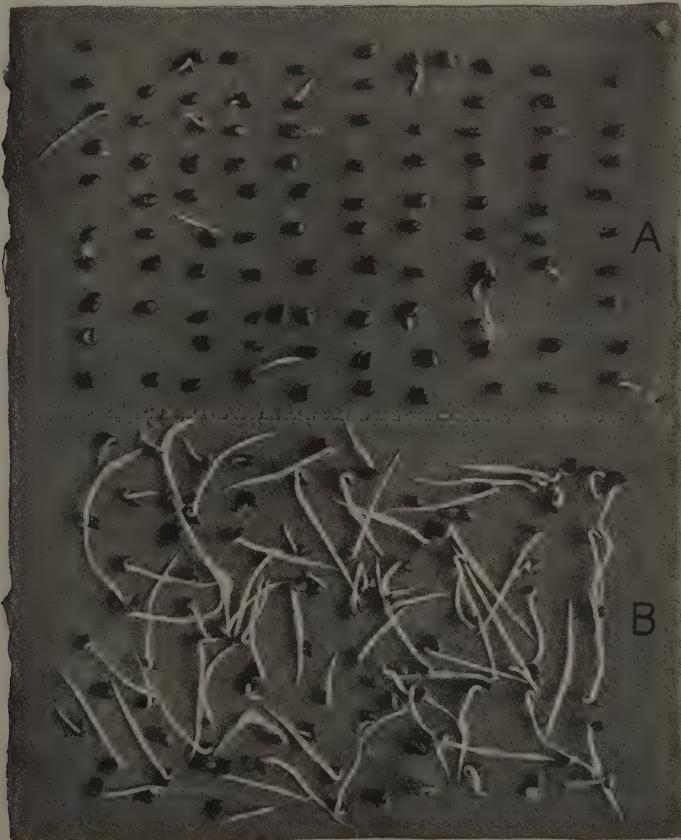
Twenty-six states have passed laws regulating the sale of seeds, and in most of them certain labels indicating quality are demanded. In only one state has there been an attempt to apply the provisions of the law to keeping out of its boundaries seeds which would not be permitted sale within them.

Seed testing gives the seedsman accurate information about the seeds he is selling and makes it possible for him to conduct his business with that intelligent interest which has too often been lacking, but which is rapidly becoming necessary to the successful seed merchant. Thru the increased attention that is given to the importance of good seed the general quality of commercial seed has greatly improved, the demand for high-grade seeds is increasing, and more of the refuse which was formerly sold as seed is now cleaned out and destroyed; but there is still much to be desired.

WE WOULD not do without the Grain Dealers Journal.—Shepherd & Son, Hobart, Okla.

I do not want to miss an issue of the Grain Dealers Journal.—W. H. Marks, R. F. D., Mendota, Ill.

WHILE we have been readers of the Grain Dealers Journal but one year, we have profited many times by different articles and shall continue to read it as long as we have to work for a living.—Draper Bros., Red Lodge, Mont.



Above—Worthless Imported Clover Seed. Below—Germination of Good Seed.
From Yearbook U. S. Dept. of Agriculture.

Proposed Federal Seed Law.

Rep. Byrnes of South Carolina on Jan. 12 introduced in the House of Representatives, H. R. 20044, a bill "To regulate commerce in adulterated and misbranded seed, and to prevent the sale and transportation thereof and for other purposes." It provides:

That the introduction into any state or territory of any seed or bulbs adulterated within the meaning of this act is prohibited; and any person who shall ship or deliver for shipment from any state or territory or the District of Columbia to any other state or territory, or the District of Columbia, or who shall receive in any state or territory or the District of Columbia from any other state or territory or the District of Columbia, and having so received shall deliver, in original unbroken packages, for pay or otherwise, or offer to deliver to any other person any seed or bulbs adulterated or misbranded, within the meaning of this act, or any person who shall sell or offer for sale in the District of Columbia or any territory of the United States any such adulterated or misbranded seed or bulbs, shall be guilty of a misdemeanor, and for such offense be fined not exceeding \$200 for the first offense, and upon conviction for each subsequent offense not exceeding \$300, or be imprisoned not exceeding one year, or both, in the discretion of the court.

That the Secretary of Agriculture shall make uniform rules and regulations for carrying out the provisions of this act, including the collection and examination of specimens of seed and bulbs offered for sale in the District of Columbia or in any territory of the United States, or which shall be offered for sale in unbroken packages in any state or territory other than that in which they shall have been produced, or which may be submitted for examination by the chief agricultural official of any state, territory or the District of Columbia.

That the term "seed" as used in this act shall include all vegetable, flower, cereal, grass, clover, forage plant and other agricultural and horticultural seeds intended for seeding purposes.

That for the purpose of this act seeds and bulbs shall be deemed to be adulterated if any seeds or bulbs contain, respectively, dead seed, or weed seed, or dead bulbs, or any other substance materially reducing the value for seeding and planting purposes.

That for the purpose of this act seed and bulbs shall be deemed to be misbranded:

When one kind or distinguishable variety of seed or bulbs shall be offered for sale under the name of another kind or distinguishable named variety of seed or bulbs.

If in package form and the contents are stated in terms of weight or measure, they are not plainly and correctly stated.

If the article be falsely labeled or branded as to the state, territory, locality or country in which it is raised or produced.

That no dealer shall be prosecuted under the provisions of this act when he can establish a guaranty, signed by the wholesaler, jobber, or other party residing in the United States from whom he purchases such articles, to the effect that the same is not adulterated or misbranded within the meaning of this act, designating it.

That this act shall take effect and be in force upon the expiration of six months after its passage.

I CAN NOT get away from the grain business or the Grain Dealers Journal. It always follows me, and I am glad to get it.—Mont Robb, mgr. Farmers Union Ass'n, Ceresco, Neb.

I CERTAINLY get a great deal of good valuable information from the Grain Dealers Journal and wish that other reading matter was as reasonable.—W. A. Clark, Barber, Mont.

BALTIMORE, Md.—It is hard to get any goods in at the present time on account of the railroad embargoes. Our business is good, as we are selling all that we can get thru.—J. Bolgiano & Son.

THE SWEDISH GOVERNMENT has decided to take possession of all stocks thruout the country of barley, oats and cereal products. The use of potatoes for feeding animals has also been prohibited.

Grain Carriers

CLARION, IA.—We do not see grain cars any more.—Farmers Elevator Co.

THE NEW YORK CENTRAL has ordered 150 locomotives. These are in addition to 230 locomotives ordered last September for delivery next fall.

JAMESBURG, ILL.—Car shortage here is serious. About one elevator in five in this county only is able to take grain.—P. Jordan, Mgr., Rogers Grain Co.

STONINGTON, ILL.—The Farmers Grain Co., in order to get relief from the car shortage, has leased two stock cars and has fitted them up as grain cars to be used for hauling grain to Decatur.

HENDERSON, KY.—A large barge of corn belonging to A. Waller & Co. was sunk during a storm recently, with 3,000 bags of corn which was valued at \$6,000. Some of the corn has been saved and is being sold at 75 cts. per bu.

PROPOSED INCREASED freight rates on grain and flour from Minnesota and other sections of the northwest to gulf ports for export were suspended Feb. 15 by the Interstate Commerce Commission until June 15 for investigation.

A MEETING of Oklahoma grain dealers was held in Oklahoma City, Feb. 3, at which it was decided to file a protest with the Interstate Commerce Commission against the proposed advance in export grain rates to gulf ports.

A BILL (S. 8191), providing for the increase of the Interstate Commerce Commission to fifteen members, to be composed of one Chief Commissioner and fourteen Commissioners, was introduced in the Senate by Senator Thomas.

CAR SHORTAGE is being investigated by a special com'ite of the Nebraska legislature composed of Senator C. E. Samuelson, Walter E. Hager and W. L. McAlister, and Representatives W. C. Dorsey, Oscar T. Anderson and James Auten.

THE ESCH car shortage bill giving the Interstate Commerce Commission, in freight traffic emergencies, broad powers to suspend all car service rules and make any reasonable directions to meet the situation, was favorably reported to the House by the commission.

THE LOADING LEG BROKE loose at the Marine Elevator, Buffalo, and dropped into the hold of the steamer Conestoga, on Aug. 1, 1916, causing damages for which the ship's owner, the Crosby Transportation Co., has brot suit at Buffalo to recover \$10,214.51 damages.

A PROTEST has been filed with the Interstate Commerce Commission against the proposed withdrawing of export rates on grain and grain products which the railroads announced they were going to withdraw soon by the Kansas State Utilities Commission, at the request of the Wichita Board of Trade.

MINNEAPOLIS, MINN.—The Minneapolis Traffic Ass'n has entered complaint with the Interstate Commerce Commission, alleging that increases of demurrage charges recently announced and put into effect are unreasonable and excessive, in that they are being imposed for detention of cars containing grain and seeds consigned to Minneapolis for inspection and sale, which cars cannot be promptly disposed of on account of the congestion now prevailing at Minneapolis.

THE E. B. CONOVER GRAIN Co., Springfield, was recently awarded \$388.74 damages against the Wabash R. R. by a jury in the circuit court. It was alleged that shipments of grain made by the company from Buffalo and Dawson late in February, 1916, had depreciated in value during delay in transit.

THAT THE EMBARGO placed on all grain shipments via the Pennsylvania R. R. from Buffalo to Baltimore made it impossible to unload a cargo of grain from the ship E. E. Holmes on time, was the novel defense offered in a suit at Buffalo in which the steamship owners libelled 133,000 bus. of the cargo of the vessel to secure damages of \$9,000 because the grain was not unloaded from the ship as per agreement, thereby making it impossible for the Holmes to make another trip before navigation closed. The defendant claimed that the grain had been contracted for delivery via the Pennsylvania Railroad, but that the embargo made it impossible to unload the ship on time.

THE MILWAUKEE Chamber of Commerce Freight Buro has filed a request with the Interstate Commerce Commission to suspend the application of a rule providing for a charge of \$2 when cars are "runby" or "setback." The rule has been established by all of the carriers in the territory west of Milwaukee and Chicago, effective Feb. 5, 1917, and is as follows: "For the use of carriers' power or equipment, or both, at grain elevators or warehouses in connection with carload shipments of grain or seeds which for any cause beyond carriers' control are 'runby' or 'setback,' a charge of \$2 per car will be assessed for each movement."

CHARGES OF \$3 PER CAR for switching carloads of beans, in transit, from the Grand Trunk R. R. to the elevator at Jackson, Mich., on the Michigan Central R. R., when the outbound movement is to points on the Cincinnati Northern R. R., was the subject of a protest by the S. M. Isbell Co. to the Interstate Commerce Commission. Beans purchased at points on the Grand Trunk are billed to Jackson at the local rate, the Mich. Central's switching charges being absorbed by the Grand Trunk. If the beans are subsequently shipped from the elevator via the Cincinnati Northern R. R., the billing is corrected to show shipment at the thru rate from point of origin to final destination; the transit charge is collected, and the switching charge on the original inbound local movement is also collected. The shipment is treated as a thru shipment, and the Mich. Central's charge for the intermediate service of \$3 per car for its part of the thru movement at Jackson is absorbed by the Grand Trunk and the C. N. R. R. The complaint was dismissed.

THE QUAKER OATS Co. contemplates increasing the preferred capital stock from \$9,000,000 to \$15,000,000 and common stock from \$10,000,000 to \$15,000,000.

CONSCRIPTION of labor was urged by A. M. Nanton at a meeting of business men and farmers at the Industrial buro, Winnipeg, Canada, Feb. 12, to consider the problem of farm labor shortage.

THE AVERAGE yield of corn in Ill., Ind., Iowa, and Miss. is 32 bus. per acre. Experiments from 1888 to 1915, inclusive, have shown that when the rainfall is above normal, the yields were also above the average; while in all but five years, when the average rainfall is below 3.9 inches, the yields also fell below normal.

Shreveport Case Up Mar. 12.

The Shreveport Rate Case, involving a conflict of authority between the state commission of Texas and the federal Interstate Commerce Commission in the fixing of intrastate rates, has been reopened by the I. C. Commission granting Texas shippers a hearing in the federal building at Dallas, Tex., Mar. 12, to show why Fonda Tariff No. 2-B should be done with and the original Texas Railroad Commission Tariff No. 2-C put into effect.

H. B. Dorsey, sec'y of the Texas Grain Dealers Ass'n, writes: One of the most important points in our case is the injustice of Fonda Tariff No. 2-B to the producer, shipper and consumer in Texas under the guise of complying with the order of the Interstate Commerce Commission to remove a discrimination against Shreveport, while, in fact, there is no discrimination, since we contend there is practically no movement of grain products between Texas and Shreveport. For instance, there is no mill at Shreveport, and I feel sure that, aside from an occasional car of chicken feed wheat shipped from Texas to Shreveport, there has been no movement of wheat between Texas and Shreveport, either way, and in the face of this, the railroads have advanced the rate between points in Texas one and one-half cents per cwt. in common point territory, and four to five cents in differential territory where the largest percent of Texas wheat is now produced.

I have learned from the Attorney General that they have investigated the records of the railroad companies, or at least the Southern Pacific and the Katy, and that the records show that less than one-half of one percent of the traffic between Shreveport and Texas points on the H. E. & W. T. consists of grain and grain products, and less than sevenths of one per cent of traffic on the Katy between Shreveport and Texas points consists of grain and grain products.

It is perfectly clear that from this showing there was no discrimination against Shreveport in the Texas Railroad Tariff No. 2-C, for the reason that there was no traffic, and that it is absolutely unfair to the people of Texas to be taxed by the advance in freight rates on grain and grain products under Fonda Tariff No. 2-B on business moving between points in Texas on the grounds of an alleged discrimination against Shreveport, which did not, and does not exist.

AN INQUIRY written to an advertiser on your printed letterhead lends weight to your business, and assures the same prices quoted to all creditable firms.

THE PRODUCTION of peanut oil and corn oil in the United States is coming into prominence, according to the Yearbook of the Department of Agriculture. Cottonseed-oil mills located in the peanut-growing territory for those districts of the south in which the boll weevil is making the raising of cotton uncertain are rapidly taking up the pressing of peanuts. Corn oil is not as yet a common household product, but it is now being placed upon the market in small retail packages for use as a table and cooking oil. For some time large quantities of corn oil have been used for technical purposes, and since the methods for producing a sweet, attractive oil have been perfected, the manufacturers of edible fats are using increasing amounts of this product in making lard substitutes.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com's'n the carriers have made the following changes in rates:

C. P. & St. L. in Sup. 11 to 8266-B quotes rates on grain and grain products from its stations; to points in Ill., Ind., O. and Ky., effective Mar. 10.

C. & E. I. in Sup. 4 to 7725 quotes joint rates on grain, carloads from stations on its line to points in Ind., Mich. and O., effective Mar. 12.

E. B. Boyd, Agent, in Sup. 23 to Circular 1-M of Western Trunk Lines, gives rules, regulations and exceptions to classifications, issued Jan. 31.

M. K. & T. in Sup. 5 to 4390-A quotes rates on grain and grain products between points in Ia., Kan., Mo., Neb. and stations in Kan., Mo. and Okla., effective Mar. 3.

C. & A. in Sup. 5 to 1596-C quotes rates on elvtr. dust from its stations; to New Orleans, La., Memphis, Tenn., Helena, Ark., Jackson and Meridian, Miss., effective Mar. 10.

Monon, in Sup. 11 to 449-L quotes joint rates on grain and grain products, carloads from stations on the C. I. & L. to Virginia common points and Hagerstown, Md., effective Feb. 10.

C. I. & L. in Sup. 3 to 5591-A quotes rates on grain, grain products and by-products from points in Ill. and Hammond, Ind., originating locally or when from beyond, to its stations, effective Feb. 20.

Ill. Cent. in Sup. 26 to 601-C quotes rates on grain and grain products between Chicago, Ill., Milwaukee, Wis., and stations taking same rates; and its stations in Ia., Minn., S. D., also Omaha, Neb., effective Mar. 5.

C. & E. I. in Sup. 14 to 7575 quotes local, joint and proportional rates on grain and grain products also broom corn and seeds from stations on its line in Ill., also Cairo, Ill., via M. & C. R. R., to stations in Ill., effective Mar. 12.

C. M. & St. P. in Sup. 3 to 12331-A quotes rates on grain and grain products between Chicago, Ill., Milwaukee, Racine, Wis., and stations taking same rates; and its stations and connections in Ill., Mich., and Wis., effective Mar. 20.

M. K. & T. in Sup. 6 to 4459-C quotes rates on grain products from Chicago, Ill., and its stations in Kan., Mo. and Okla., to Ft. Smith, Little Rock, Ark., Memphis, Tenn., and stations taking same rates in Ark. and Okla., effective Mar. 3.

K. C. Sou. in Sup. 3 to 46-G quotes rates on grain and grain products between Missouri River points and stations taking same rates, also K. C. Sou. and Tex. & Ft. S. stations and connecting lines stations in Ark., Mo., and Okla., effective Mar. 1.

Monon, in Sup. 18 to 5577 quotes joint and proportional rates on grain and grain products, carloads, from stations on the C. I. & L. to Boston, New York, Philadelphia, Baltimore, Buffalo, Pittsburgh and other points in the eastern states and Canada, effective Feb. 10.

Monon, in Sup. 13 to 5580-A suspends the effective date of Sup. 9 to 5580-A on interstate traffic, which quotes local and joint rates on grain and grain products, carloads from Chicago, Indianapolis & Louisville Ry. stations to points in Ill., Ind., Ky., Mich., O., and Wis., to May 15.

Monon, in Sup. 7 to 4756-A cancels 4756-A, which quotes joint and proportional rates on grain, carloads from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, New York, Philadelphia and other eastern points, effective Mar. 15.

C. B. & Q., in Sup. 16 to 849-E quotes joint rates on grain and grain products, carload, from stations on its line in Ill., Ia., and Mo. stations on the C. A. & D. K., R. I. S. R. R. and R. I. S. Ry.; also from Victoria, Ill. (G. & G. E. Ry.) to Atlantic seaboard, interior points and eastern Canadian points, effective Feb. 10.

Monon, in Sup. 17 to 4755-A quotes joint and proportional rates on grain, carloads from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Feb. 10.

C. R. I. & P. in Sup. 49 to 28675-B quotes local, joint and proportional rates on grain, grain products, broom corn and seeds, carloads between Chicago, Ill., Council Bluffs, Ia., Kansas City, Mo., Minneapolis, Minn., Omaha, Neb., Peoria, Ill., Rock Island, Ill., St. Joseph, Mo., St. Louis, Mo., St. Paul, Minn., and stations taking same rates, also stations in Colo., Ill., Ia., Kan., Mo., Neb. and Okla., and stations in Colo., Kan., Neb., N. M., Okla. and Texhoma, Tex., effective Mar. 15.

Monon, in Sup. 20 to 4058-A quotes joint and proportional rates on grain products, carloads, from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, Buffalo, New York, Philadelphia, Pittsburgh and other points in the eastern states and Canada, effective Feb. 10.

C. B. & Q. in Sup. 15 to 849-E quotes joint rates on grain and grain products, carload, from stations on its line in Ill., Ia., and Mo.; stations on the C. A. & D. K., R. I. S. R. R. and R. I. S. Ry.; also from Victoria, Ill. (Galesburg & Great Eastern Ry.) to Atlantic seaboard, interior points and eastern Canadian points, effective Feb. 10.

Monon, in Sup. 9 to 4057-A cancels 4057-A (except portions under suspension) which quotes joint and proportional rates on grain products, carloads from Chicago, Ill., Englewood, Ill., Hammond, Ind., Hegewisch, Ill., Pullman Jct., Ill., and South Deering, Ill., to Baltimore, Boston, New York, Philadelphia and other eastern points, effective March 15.

C. B. & Q. in Sup. 14 to 849-E withdraws and cancels rates issued on five days' notice on grain and grain products, carload, from stations on its line in Ill., Ia., and Mo., stations on the C. A. & D. K., the R. I. S. R. R. and the R. I. S. Ry.; also from Victoria, Ill. (G. & G. E. Ry.) to Atlantic Seaboard, interior points and eastern Canadian points, effective Feb. 10.

A BILL will be introduced in the French parliament shortly, providing for the addition of 15 per cent of corn, rye or barley flour to wheat used for bread making.

Hastings, Nebr., Brokers.

Hastings, Nebr., a town of about 10,000 people, in the southern part of the state, is blessed with railroads radiating in every direction, hence it is a favorable location for live grain dealers, and the number seems to be increasing each year.

During the recent cold spell fifteen of the warm blooded brokers of Hastings assembled on the courthouse steps and vehemently expressed their private convictions on the recent vacillations of the wild wheat market. No two agreed on the future course of the market. When all were thoroly chilled by 20° below they adjourned to the steam radiators at the Clarke Hotel.



Front Row, left to right: A. E. Hockman, P. D. Sittler, B. J. Dodge, C. J. Miles.
Middle Row, left to right: C. W. Frank, C. R. Sexson, H. H. Hamlin, M. A. Rhodes, W. E. Hotchkiss.
Back Row: F. W. Elder, E. Olson, B. H. Hendley, F. A. Theis, C. L. Scholl, O. J. Space.

Feedstuffs

BLOOMINGTON, ILL.—We are getting our feed plant started.—L. E. Slick & Co.

SIOUX CITY, IA.—C. J. Milligan & Co., feed and hay merchants, are installing machinery for an alfalfa mill.

ELMCREEK, NEB.—S. R. Crawford, of Denver, Colo., has launched a project for the building of an alfalfa mill at Elm Creek, and the idea is promoting considerable interest.

MEMPHIS, TENN.—Federal agents seized two lots of alleged adulterated stock feed here in one week. The shipments came to local jobbers from the Marco Mills, of Pine Bluff, Ark.

BRITISH GOVERNMENT controlled ships are reported as intending to cater to the feeding stuffs trade in order that feeding stuffs may be sold cheaper to British farmers than at present.

MINNEAPOLIS, MINN.—The shortage in screenings is said to be more pronounced now than at any time on this crop, and prices are abnormally strong. The Canadian situation is also very tight at present.

CHICAGO, ILL.—The Hales & Edwards Co. contemplates enlarging the Howard H. Hanks elevator and feed plant which it recently purchased and operating it day and night until the new elevator and feed plant is completed.

COMMERCIAL dried buttermilk is a new feed. The first carload of it reached Chicago Feb. 9 for the Hales-Edwards Co., which controls an immense output. It is to be used for special mixing feed for fattening poultry and hogs.

THE GOVERNMENT seized 197 sacks of cottonseed meal at the warehouse of the Garden City Grain & Produce Co., Garden City, Kan., alleging it did not contain 41 per cent of crude protein and that it was sold by the Wooteen-Burton Sales Co.

THE NEW YORK Retail Feed Dealers Ass'n disbanded at the mid-winter conference held in Binghamton, N. Y., Feb. 8-9. The ass'n declines to admit that it existed as a combine in restraint of trade; it would simply cost too much money to combat the charges.

WICHITA, KAN.—The Gorvin Grain & Flour Co. have secured a site in the Terminal district and will commence the erection of a feed mill with a capacity of 200 cars a month. The mill will be 30 by 50 feet and three stories high. The warehouse will be 50 by 100 feet.

BUFFALO, N. Y.—M. A. Donner, who has been connected with the feed trade of Buffalo for a number of years, has organized the Buffalo Feed Co., which has just been incorporated with a capital stock of \$5,000, with Mr. Donner as manager. A jobbing business in grain and feed will be carried on at 732 Chamber of Commerce.

A HEARING will be held regarding the publishing of notices concerning the detention of foods and drugs offered for import at ports of entry, because of the fact that they may be in violation of the Federal Food and Drugs Act, on Mar. 20, 1917, at 10 a. m., at the Bureau of Chemistry, Washington, D. C. The food officials desire particularly to obtain expressions as to the value of publishing information relative to detained products.

SOUR SKIM MILK when fed to 100 white leghorn pullets in experiments conducted at the New Jersey Experiment stations increased the average production of eggs to such an extent that the net profits from the eggs laid during the first 12 months were \$100 greater than the net profits from the eggs laid by 100 pullets of the same kind not fed with sour milk.

ALFALFA HAY is grown extensively in Nebraska, Kansas, Colorado, Wyoming and Oklahoma, but of a crop of over 6,000,000 tons less than three per cent is ground into meal, showing the possibilities of immense expansion in this branch of the feed industry. Nebraska grows twice as much alfalfa as Colorado but has only one-fifth the number of mills.

AULON, TENN.—The elvtr., feed mill and other buildings, owned by the United States Feed Co., burned Jan. 24. The elvtr., which contained between 8,000 and 10,000 bu. of oats, was leased to the Century Grain & Feed Co. Estimated loss, \$30,000, covered by insurance. The fire was said by two negroes to have started in a box car adjacent to the elvtr. Rebuilding plans are under consideration. Yeggmen are reported to have badly wrecked the office Jan. 22.

KANSAS CITY has started a fight on the proposal of Eastern carriers to remove the application of grain products rates to stock feeds containing more than 20 per cent of foreign ingredients, such as blackstrap molasses and sugar beet refuse, from Mississippi River to points in Trunk Line and Central Freight Ass'n territories. Rates from Missouri River to Eastern territory are based on the Mississippi River, and manufacturers located at Kansas City are concerned in the increases.

AUSTIN, TEX.—Senator Decherd has introduced the following bill, S. B. 381, to provide that: Any manufacturer, importer, or agent, selling, offering or exposing for sale, any concentrated commercial feeding stuff as defined in Article 781, without the statement required by Article 730, and the tax tag required by Article 734, or with a label stating that said feeding stuff contained a larger percentage of protein, fat, or nitrogen-free extract, or a smaller per cent of crude fibre, than is contained therein, shall, on conviction, be fined not less than \$100 nor more than \$500 for the first conviction, and not less than \$500 nor more than \$1,000 for each subsequent conviction.

THE SALES of feedstuffs in Indiana in 1915 are calculated by the State Chemist's Dept. as 270,339 tons, which is a reduction of 1,412 tons. The principal increase in expenditures are for: chicken feeds, \$468,868; proprietary feeds, \$226,998; mill feeds, \$171,997. The principal decreases are: linseed meal, \$116,415; hominy feed, \$85,060; cottonseed meal, \$77,663; corn and oats chop, \$35,937. Local dealers in 216 towns acting on the advice of the department withdrew from sale 2,297,894 pounds of feeding stuffs representing 199 manufacturers, 334 brands and 544 shipments. Of the shipments so withdrawn, 1,798,000 pounds were permanently removed from sale and returned to the manufacturers; 18 shipments weighing 2,106 pounds representing eight manufacturers and 18 brands of which samples were obtained, together with 189 consignments not sampled in 60 towns representing 56 brands and 32 manufacturers were also removed from sale, making a total of 696 consignments removed from sale in 1915.

WAVERLY, N. Y.—F. Kieser & Son Co., Inc., for many years prominent in the grain and feed trade along the Hudson river, has just completed the erection of a new plant at this place for the manufacture of poultry and dairy feeds. The general plan of the mill was designed by Sprout, Waldron & Co., Muncy, Pa., and it is equipped with up-to-date mill machinery, including ball-bearing attrition mills, cracked corn separators and scourers, feed mixers, and grain-cleaning machines which are run by electricity. The storage capacity is 40 cars of sacked goods with a bin capacity of 25,000 bus. of bulk grain. This mill and elevator is located on the Erie and Lehigh Valley railroads.

MILWAUKEE, WIS.—E. F. Morris, for several years superintendent of the plant of Chapin & Co., Hammond, Ind., has become associated with Smith, Parry & Co., as manager of its new dairy, horse and poultry feed plant, opened recently. The company plans to increase the present 100,000 bu. elevator capacity by adding twelve 30,000 bu. concrete tanks and 150 feet of warehouse. R. W. McVety has been appointed traffic manager of the company. The Smith-Parry Co., formerly known as the Parry Grains & Feed Co., will put upon the market a high grade dairy and horse ration and also poultry feed, altho the necessary equipment for their manufacture has not been fully installed. It will also engage in the business of handling pop-corn.

THE EXECUTIVE com'ite of the American Feed Manufacturers' Ass'n at its monthly meeting in Chicago Feb. 2, adopted a resolution that "the Interstate Commerce Commission be requested to use its best endeavors to secure such modifications of present embargoes as will permit acceptance, prompt transportation and delivery by common carriers, of feeds for domestic animals and poultry, and that such materials be exempted from the provisions of such future embargo orders as may be issued by transportation companies." At the same meeting, Prof. F. D. Fuller submitted a draft of his first scientific education bulletin, which was carefully reviewed by the executive com'ite. The com'ite also reiterated its former resolution that "the members of said ass'n be requested to exercise due care and discretion in the preparation of advertising matter and to refrain from the use of any statements tending to cast reflection upon any materials used, or the products of any other manufacturers, and to discourage such practices by and on the part of salesmen in their employ."

Exports of Feeding Stuffs.

Exports of feeding stuffs during December, 1916, compared with December, 1915, and during twelve months ending December, 1916, compared with the corresponding period ending December, 1915, according to the United States Bureau of Foreign and Domestic commerce, were, in tons, as follows:

	December. 1915.	December. 1916.	ending 1915.	1916.	12 mos. 1915. 1916.
Bran and middlings...	1,022	482	18,456	6,290	
Dr. grns. and mlt.					
sprouts	344	121	2,220	1,946	
Mill feed	2,828	5,184	19,852	43,413	
OIL CAKE AND OIL CAKE MEAL (Lbs.)					
December. 1915.	12 mos. 1916.	1915.	1916.		
Corn	2,915,270	250	31,137,289	21,302,208	
Cottonseed	120,946,659	113,555,665	1,458,837,510	1,281,940,491	
Linseed	51,940,118	61,832,434	606,386,285	667,645,566	

Judgments Under the Food and Drugs Act.

Adulteration and misbranding of grain or feedstuffs has been charged in a number of cases by the Department of Agriculture during the past two years. Service and Regulatory Announcements, Supplement, issued Feb. 8, contains the following notices of judgment under the food and drugs act:

Judgment of condemnation and forfeiture of 1,200 sacks labeled "100 Lbs. gross P-K White Oats, Tampa, Florida," was entered. The court ordered the product released on bond to the Trenholm-Kolp Co., Memphis, Tenn., claimant, and the payment of the costs of the proceedings. The sacks contained 25 per cent of barley.

Judgment of condemnation and forfeiture of 320 bags labeled, "Callahan's A. Brand Fancy Clipped White Oats 100 Lbs.," was entered, on allegation that water had been added. The court ordered the product released on bond to the Callahan & Sons (Inc.), Louisville, Ky., claimant, and the payment of the costs of the proceedings.

Judgment of condemnation and forfeiture of 61 sacks labeled, "99½ Lbs. Net Crescent Clipped Oats, Tampa, Fla.," was entered, on the charge of adulteration and misbranding. The court ordered the product released on bond to J. T. Gibbons, New Orleans, La., claimant, and the payment of the costs of the proceedings.

Judgment of condemnation and forfeiture of 55 sacks labeled, "Wade's W. Oats, 100 Lbs. Gross, 99.28 Lbs. Net," was entered. The court ordered the product released on bond to G. Ficar-

rotta & Co., Tampa, Fla., claimant, and the payment of the costs of the proceedings.

Judgment of condemnation and forfeiture of 89 sacks labeled, "100 Lbs. Gross T-K White Oats, Tampa, Florida," was entered. The court ordered the product released on bond to the Trenholm-Kolp Co., Memphis, Tenn., claimant, and the payment of the costs of the proceedings.

Judgment of condemnation and forfeiture of 158 sacks labeled, "W. R. Tate Red Star Oats, Nashville, Tenn. 99½ Lbs. Net," was entered. The court ordered the product released on bond to W. R. Tate, Nashville, Tenn., claimant, and the payment of the costs of the proceedings. The sacks averaged 4 lbs. short weight and contained barley, wheat and chaff.

Judgment of condemnation and forfeiture of 41 sacks labeled, "100 Lbs. Rex Oats," was entered. The court ordered the product released on bond to the Milam-Morgan Co., New Orleans, La., claimant, and the payment of the costs of the proceedings.

Judgment of condemnation and forfeiture of 280 sacks invoiced and sold as rice bran but charged with being adulterated by the mixing with it of rice hulls. The court ordered the product released on bond to the Southern Rice Milling Co., New Orleans, La., claimant, and the payment of the costs of the proceedings.

Adulteration and misbranding of three consignments of wheat shipped in 1913 by J. M. Frisch & Co., Baltimore, Md., and labeled "100 Pounds F. Wheat" was charged, in that the samples contained

51 per cent of rye. A fine of \$5 was imposed by the court.

Adulteration and misbranding of a shipment of "Sunbeam Middlings" in 1914 by Schultz, Baujan & Co., Beardstown, was charged and a fine of \$100 and costs was imposed by the court. The foreign material was mostly added ground screenings of high feed value and there was no fraud on the buyer.

SINCE WE HAVE been subscribers for the Grain Dealers Journal it has been a great help in more ways than one.—T. G. Jewett & Sons, Portsmouth, O.

A BILL has been introduced in both houses of Congress with the object of "securing the uniform grading of hay and straw, preventing deception in transactions in hay and straw, regulating traffic therein, and for other purposes."

Hospital Elevator at Port Arthur Completed.

The grain handling facilities of the twin cities, Port Arthur and Fort William, which are situated at the head of the Great Lakes, on the Canadian side, have been greatly increased during the past year. Of the terminal elevators recently constructed the elevator shown herewith is of special interest on account of its facilities for the rapid handling of grain. It is operated in conjunction with the concrete storage tanks of the Grain Growers Grain Co.

The unloading capacity of the elevator is 100 cars per day of ten hours. The cleaning capacity is rated as 40 cars per day of ten hours. The drying capacity is six cars per day. It is possible to ship 42,000 bus. of grain per hour to boats. An elaborate system of signals has been installed to facilitate the handling of the different operations.

To serve this elevator by railways it was necessary to build almost half a mile of double track trestles, one track being used by the C. P. R. and the other by the C. N. R. Fifty loaded cars can be "spotted" on these tracks at one time.

The machinery equipment is very complete. It includes an 18,000 bus. per hour shipping leg; two 12,000 bus. per hour receiving legs; four 3,000 bus. per hour wheat legs; three 2,000 bus. per hour screenings legs; four No. 9 Monitor Cleaners; one wheat and oat separator; and one latest type Ellis Continuous Drier.

The elevator contains many new features not usually found in elevators of this type. A sweep-up system removes all the dust from the elevator and it is then blown to the boiler house and burned. Separate fixed spouts are installed from each bin to a series of mixing boxes and it is possible to blend or mix the grain from thirty bins at one time. This arrangement can be used either for shipping to boat, and car, or to transfer grain from the working house to the concrete storage.

The power used in the elevator is electric thruout. The main transmission line is 22,000 volts, and it is stepped down to 550 volts for the different motors. Over 300 h. p. is required. Great care has been used in the design to prevent delays thru accidents. Each elevator leg has a separate motor drive as has also the belt conveyors and line shafts.

The elevator was built by the Grain Growers' Grain Co. The contract for the entire plant was handled by S. J. McQueen.



New Cleaning Elevator of Grain Growers Grain Co., at Port Arthur, Ont.

Grain Trade News

ARIZONA

Safford, Ariz.—The contract for the plans and engineering for the mill and elvtr. to be built by the Gila Valley Mfg. Co. has been let to James Stewart & Co. The plant will have a 150-bbl. mill, a cleaning house, work house, a 75,000-bu. elvtr. and a power house. The entire plant is to be of reinforced concrete.

ARKANSAS

Pine Bluff, Ark.—We intend to install non-chokable boots in our plant.—Westbrook Grain & Mfg. Co.

Arkadelphia, Ark.—The Arkadelphia Mfg. Co. has let contract for an addition to its elvtr. at a cost of \$6,000.

Clarksville, Ark.—We will build a brick warehouse and meal plant. We intend to start work some time during the summer.—Laser Grain Co.

CALIFORNIA

Woodland, Cal.—The Globe Mills have completed their new rice mills at a cost of \$75,000.

Porterville, Cal.—M. J. Goodhart is building a grain warehouse, with a capacity of 15,000 bags.

Calipatria, Cal.—The Balfour-Guthrie Co. has bot a building, which it will convert into an up-to-date grain warehouse.

Fresno, Cal.—The grain warehouse and barley mill of J. B. Hill burned Feb. 10, with a loss of more than \$20,000. Insurance was carried.

Vallejo, Cal.—The Golden Eagle Mills are not located here as was recently reported. The Sperry Flour Co. is the only grain firm here. Its plant is located on the Southern Pacific, with T. E. Godley in charge.—X.

CANADA

Wymark, Sask.—I am no longer in the grain business.—Peter F. Dirksen.

Morden, Man.—McCabe Bros. are building a 20,000-bu. elvtr., contract for which has been let to T. E. Ibbsen.

Chatsworth, Alta.—Jas. Mohler, Jr., has rebuilt his old elvtr.—Wm. Mohler, Strome.

Round Hill, Alta.—Frank Mohler has built a 30,000-bu. up-to-date elvtr.—Wm. Mohler, Strome.

London, Ont.—The Quaker Oats Co. has taken over the oatmeal mills of the Canadian Cereal & Flour Mills, Co., Ltd., which have a daily capacity of 350 bbls. of oatmeal.

Ardath, Sask.—Leech & Anderson are building a 40,000-bu. elvtr. There will be 4 elvtrs. at this point this season.—A. J. Hunter, agt. Saskatchewan Co-operative Elvtr. Co.

WINNIPEG LETTER.

The Riverhurst Grain Co. has filed articles of incorporation.

Edward Millward Robinson, member of the firm of Robinson & Black, died Feb. 20, following an accident which occurred Feb. 16 when he fell upon an icy sidewalk.

D. G. McBean, 70 years of age, was found dead in bed Feb. 21. He was at one time well known on the Grain Exchange, having been affiliated with different grain firms.

Suit has been brot by the Benson-Newhouse-Stabeck Co. against H. E. Morrow for \$2,000 on a charge of gross negligence. Morrow was ass't mgr. of the grain firm in 1915. In May the mgr. went away and Morrow transacted business, buying and

selling grain on the floor of the Grain Exchange. He received an order from a customer to purchase 10,000 of October wheat at \$1.22½. He says he made a mistake and bot it at \$1.23 a bu. After he noticed the mistake the market had declined so he bot a second 10,000 bu. at \$1.22½. He did not close out but carried the transactions to a special account. The market further declined, and when the mgr. returned in June it was found that the firm had lost \$2,000 thru the transactions. Morrow pleads in his defense that he was not responsible for the trading, that he did his best, and acted in what he thought were the interests of the firm. The case is now being heard.

Premier Norris has given the following facts and figures in regard to the outlay in connection with the government owned elvtrs. during the last year: Debenture indebtedness, \$1,195,384.67; revenue derived from rentals for the fiscal year 1916, \$56,157.88; received from insurance on elvtrs. burnt at Reston, Nesbitt and Miami, \$16,795.52; Elvtrs. sold, \$50,200. Three elvtrs. were dismantled and rebuilt—Elva, Ochre River and Reston. New elvtrs. built at Barnsley, Clearwater, Fallison and Indian Springs. Nine elvtrs. were dismantled and materials used for building new elevators—two at Crystal City, two at Elva and one each at Snowflake, Underhill, Carman, Reston and Ochre River. The cost of the erection of new elvtrs. was \$55,474.02. The cost of repairing and upkeep of old elvtrs. was \$16,485.29. The painting of 42 elvtrs. cost \$3,600. The total cost of erection and repairs was \$75,559.41. Premier Norris said that there were a good many inquiries being received for elvtrs. It was expected that a number of elvtrs. not needed would be sold. It was also proposed that the work of painting elvtrs. would be carried on, as well as that of rebuilding and repairing. This work was done by the Grain Growers' Grain Co. on a cost plus percentage arrangement. The estimated expenditure for next year was \$24,000.

COLORADO

Brandon, Colo.—The Brandon Mill & Elvtr. Co. has placed its 16,000-bu. elvtr. and feed mill in operation.

Hillrose, Colo.—We expect to sell and quit business soon.—E. H. Link, sec'y Hillrose Mfg. & Mercantile Co.

Montrose, Colo.—The Montrose Flour Mfg. Co. has just completed a new office and warehouse in connection with its elvtr. and mill. A new scale will be installed.

Pueblo, Colo.—The new elvtr. and mill of the Pueblo Mfg. & Elvtr. Co. is now ready for operation. R. G. Breckenridge is mgr. and Harry Anthony, of Greeley, is ass't mgr.

IDAHO

Caldwell, Ida.—The Farmers Society of Equity is considering the erection of an elvtr.

Barrymore, Ida.—The Jerome Mfg. & Elvtr. Co., of Jerome, has purchased a site and will erect a grain warehouse this summer.

Wendell, Ida.—C. E. Palmer, who has been connected with the Jerome Mfg. & Elvtr. Co. at Jerome, is now with the Wendell Mfg. & Elvtr. Co. here.

Falls City, Ida.—The Jerome Mfg. & Elvtr. Co., of Jerome, will build a grain warehouse during the summer. The site has already been purchased.

Hansen, Ida.—We did not sell our elvtr. as was recently reported and have no intention of listing it for sale.—G. A. Journey, mgr. Farmers Society of Equity.

Midvale, Ida.—The Farmers Mfg. & Elvtr. Co. has decided to purchase land and rebuild in the near future its elvtr. and warehouse, which were destroyed by fire Jan. 18.

Menan, Ida.—The Menan Produce Co. has been incorporated, with a capital stock of \$10,000, to deal in grain, potatoes, flour, feed, seed, hogs, coal and ice. The principal office will be at Menan and the company will operate other stations.—J. L. Stephens.

Grangeville, Ida.—We will build during the summer an elvtr. of about 75,000 bus. capacity, and a flour mill, with a capacity of about 60 bbls. Plans have not been definitely decided upon. Nearly all our grain is handled in bags but now that most of our wheat and barley is moving east and also owing to the high price of jute bags, there is an increasing demand for the bulk system.—Victor Peterson, mgr. Union Warehouse & Supply Co., Ltd.

Arimo, Ida.—John Tippets, 18 years of age, an employee of the W. O. Kay Elvtr. Co., met a tragic death Feb. 9, when he was smothered under several tons of wheat in the company's elvtr. The young man was working in the empty steel bin when the grain began to pour in on him. He cried out for help and Dick Hess, mgr., threw down a rope but was unable to draw him up. All the machinery was stopped and several men worked 2½ hours before his dead body could be extricated.

ILLINOIS

Danville, Ill.—Farmers are organizing a company to build an elvtr.

Golden Gate, Ill.—We operate the only elvtr. at this station.—French Bros.

Litchfield, Ill.—The Farmers Grain & L. S. Co. contemplates the erection of an elvtr.

Rankin, Ill.—The report that we had a fire at our elvtr. is incorrect.—Thom & Johnson.

Witt, Ill.—The Witt Elvtr. Co., which sold its elvtr. some time ago, has been dissolved.

Milledgeville, Ill.—The capital stock of the Farmers Elvtr. Co. has been increased to \$10,000.

Altona, Ill.—The Altona Grain Co. opened its new elvtr. Feb. 12 with Mgr. Hopkins in charge.

Gilson, Ill.—I am sec'y of the recently incorporated Gilson Farmers Elvtr. Co.—Geo. B. Woolsey.

Chenoa, Ill.—John N. Balbach is operating the elvtrs. of C. E. Elson during Mr. Elson's absence.

Roberts, Ill.—J. E. Parkin has succeeded C. N. Bonges, who resigned as mgr. of the Farmers Grain Co.

Weldon, Ill.—W. A. Webb is erecting an addition to his elvtr. It will be used for the storage of oats.

Tampico, Ill.—The Farmers Elvtr. Co. will erect in the spring a feed mill in connection with its elvtr.

Greenville, Ill.—A. F. Labhardt, prop. of the Greenville Elvtr. Co., died suddenly Feb. 2 at the age of 69 years.

Chestnut, Ill.—Farmers are organizing an elvtr. company, with a capital stock of \$20,000, to operate an elvtr. here.

Franklin Grove, Ill.—Thieves broke into the elvtr. of the Farmers Elvtr. Co. but only secured 50c for their trouble.

Woodhull, Ill.—The Woodhull Grain Elvtr. Co. contemplates the erection of a warehouse in connection with its elvtr.

Champaign, Ill.—All the business of the Zorn Grain Co. is now being handled at the company's office at Louisville, Ky.

Groserville, Ill. (no. p. o.), Ill.—The Grossville Grain Co. has increased its capital stock from \$2,500 to \$7,000.

Wendel sta. (La Moille p. o.), Ill.—Henry Geuther has been retained as mgr. of the Wendel Grain Co. for another year.

Thomasboro, Ill.—R. E. Rising, of Champaign, has been employed as mgr. of the Farmers Elvtr. Co. for the year 1917.

Colfax, Ill.—The Farmers Co-operative Co. placed its new elvtr. in operation Feb. 6. The 3 Americas Co. had the contract.

Sidell, Ill.—Farmers Elvtr. Co. incorporated; capital stock, \$35,000; incorporators, J. I. Thompson, A. M. Miller and others.

Harper, Ill.—The recently incorporated Harper Grain Co., organized by the farmers in this section, will conduct an elvtr.

Henning, Ill.—The erection of a concrete elvtr. is contemplated by the Farmers' Grain Co. early in the season.—J. H. Lenox, mgr.

Gilson, Ill.—We intend to do a little remodeling in the spring on our elvtr., which is the only one at this place.—Inland Grain Co., Galesburg.

Granite City, Ill.—The elvtr., owned by the E. W. Hilkir Feed & Coal Co., is not now in operation.—Schultz & Niemeier Commission Co.

Litchfield, Ill.—The conviction of C. B. Munday, of the defunct Litchfield Mill & Elvtr. Co., was affirmed by the Appellate Court on Feb. 10.

Peoria, Ill.—Paul G. Fryer, of the Harwood-Young Grain Co., has taken charge of the cash grain business of E. Lowitz & Co. at this city.

Chestnut, Ill.—No changes will be made in the elvtr. of the Pease Grain Co. in which I recently purchased an interest.—F. W. Fuhrer, mgr.

Maroa, Ill.—J. W. Compton, who was in the grain business for about 45 years but retired 4 years ago on account of failing health, died recently.

Maquon, Ill.—E. Pearson will be in charge of the elvtr., which we purchased from T. Melton. Possession will be given Mar. 1.—Roberts & Pearson.

Orleans, Ill.—The Farmers Grain Co. has let contract for a concrete elvtr. to Geo. W. Quick & Sons. This elvtr. will replace the one burned last November.

Bourbon, Ill.—The 13,000-bu. elvtr., which C. E. Davis purchased from John Sipp, will be remodeled into a 60,000-bu. elvtr., at a cost of between \$5,000 and \$6,000.

Roberts, Ill.—C. T. Bressie has rented Elvtr. No. 1 from the Farmers Elvtr. Co. and purchased 50,000 bus. of grain. He is now conducting a grain business here.

Mindale sta. (Minier p. o.), Ill.—The Mindale Grain Co. incorporated; capital stock, \$3,550; incorporators, Val Thomas, W. H. C. McCormick and Ben Springer.

Peoria, Ill.—J. H. Ridge, former pres. of the Board of Trade, was seriously hurt Feb. 16 at Los Angeles, Cal., when he was struck by an automobile and dragged 50 ft.

Additional contributions to the litigation fund, which the executive com'ite has been raising, have been received from 27 members of the Illinois Grain Dealers Ass'n.

East St. Louis, Ill.—Henry Roewe, Sr., aged 77 years, and for 40 years engaged in the grain business here, died Feb. 5. He was at one time a member of the St. Louis Merchants Exchange.

Beardstown, Ill.—The elvtr. of Schultz-Baujan & Co., containing 70,000 bus. of wheat, also one of its mills, burned Feb. 19, causing a loss of \$300,000, practically covered by insurance.

Luther sta. (Mason City p. o.), Ill.—Frank Donavan, Jr., has been re-elected sec'y-mgr. of the Luther Co-operative Elvtr. Co. A sum of money has been set aside for improvements.

Flagg Center (Rochelle p. o.), Ill.—We operate an elvtr. of about 30,000 bus. capacity, on the C. B. & Q. and C. M. & St. P., which is the only elvtr. at this station.—H. L. Harrison, mgr. Flagg Center Elvtr. Co.

Hallsville, Ill.—The Hallsville Elvtr. has equipped its east elvtr. with a new Richardson Automatic Scale and intends to overhaul and repair its west elvtr. in the spring.—J. F. Bartley, mgr.

Bluff Springs, Ill.—Logan Parry is now mgr. of the Farmers Elvtr. Co., succeeding his brother, C. W. Parry, who resigned to take charge of the branch office of the Conover Grain Co. at Peoria.

Harvard, Ill.—We have a 100,000-bu. elvtr. and large wholesale and retail feed and seed store in connection, located on the C. & N. W. This is the only elvtr. at this station.—D. Herely & Sons.

Morrisonville, Ill.—A reinforced concrete elvtr. will be erected by the Johnson Elvtr. Co. according to plans prepared by Miller & Holbrook. Bids will be received by the elvtr. company here until Mar. 1.

Jamesburg, Ill.—We operate a 45,000-bu. elvtr., which is the only one located at this station. The elvtr. of E. R. Neff, destroyed by fire 4 years ago, has not been rebuilt.—P. Jordan, mgr. Rogers Grain Co.

Saratoga sta. (Morris p. o.), Ill.—John Botel, who has been ass't mgr. of the Putnam Grain Co. at Putnam for 6 years, is now grain buyer at the elvtr. of the Farmers Square Deal Grain Co. here.

Peoria, Ill.—The directors of the Board of Trade have voted to charge a fee of 10c for weight certificates on grain loaded out of the elvtrs. here. Previously there has been no charge for these weights.

Cairo, Ill.—The recently appointed chairmen of the standing com'ites of the Board of Trade for 1917 are: Grain, H. S. Antrim; arbitration, H. E. Halliday; appeals, Charles Cunningham; traffic, A. E. Rust.

Lorraine, Ill.—Lummis & Cook, props. of an elvtr. at Paloma, have bot the elvtr. of the John Gunn Estate from Mrs. John Gunn. Her son, Lawrence, recently left town after mismanaging the elvtr. and grain business.

Kasbeer, Ill.—We contemplate erecting additional storage but will not decide regarding the construction to be used until after Mar. 10. Our elvtr., on the C. B. & Q., is an old building.—John L. Zink, mgr. Farmers Elvtr. Co.

Garrett, Ill.—Horton Bros. have let contract for a 40,000-bu. reinforced concrete elvtr., consisting of four 20 ft. tanks, with complete basement. Miller & Holbrook prepared the plans and will represent the owners as their engineers during the construction.

Macomb, Ill.—The Macomb, Grain, Fuel & Supply Co. has bot the elvtr. and coal business of the Frank Hunter estate by auction for \$3,100. The company has been incorporated with \$15,000 capital stock, by W. A. Binnie, B. W. Taylor, Dan Crawford and others.

Springfield, Ill.—The consolidation bill which was passed by the House Feb. 15, with the object of doing away with separate offices, includes the chief grain inspector's office, grain warehouse registrar's office, public utilities commission, state board of examiners of architects, examiners of structural engineers and scores of other offices.

Champaign, Ill.—Claims aggregating \$25,000 have been brot to the notice of the conservator of the estate of Junius A. Flanders, who was adjudged insane Jan. 15; and altho many of these are unjust, the estate is so encumbered that if a sale is forced the creditors will realize little or nothing.—Chas. Arnd, attorney for John A. Flanders, conservator.

Andres sta. (Peotone p. o.), Ill.—The Andres Grain & Supply Co. is operating its new 28,000-bu. iron clad cribbed elvtr., which is 32x34x50 ft. Equipment includes one stand of elvtr. legs, 14x7" cups, platform dump, Western Machinery, a 2,250-bu. Richardson Automatic Scale, 25 h. p. oil engine, which furnishes power for the old and new plants. The company now has 2 elvtrs., with a total capacity of 56,000 bus.

Decatur, Ill.—We have opened in the new Suffern Bldg., an office with private wire connections direct to the Chicago Board of Trade and the New York Stock Exchange, under the local management of W. E. Walker.—E. Lowitz & Co., per Sam Finney, Chicago.

Greenup, Ill.—My elvtr., on the Vandalia, is the only one in operation at this point. W. H. Allenbaugh is out of the grain business and his elvtr. is used for storing hay and coal. This is not much of a grain country any more and we ship in about as much feed as we ship out.—M. M. James.

Middlebury, Ill.—O. C. Baker, of Ashton, has erected a 10,000-bu. iron clad cribbed elvtr., on the Lee Center Electric Railroad. It has a lean to driveway, concrete foundation, one stand of elvtr. legs, 14x6" cups, one dump, 8 h. p. engine, power house and office combined, 20 ft. from elvtr., and a 5-ton wagon scale. This station has no postoffice.

Allen, Ill.—The Farmers Elvtr. Co. has asked the circuit court to determine to whom it shall pay \$1,291.50 for 1,434 bus. of corn. The grain was delivered to the elvtr. by George Martin, a tenant on the farm of Russell G. Nichols. Both N. G. Nichols and Russell G. Nichols claim the power to collect. The suit will be heard at the May term of court.

Alvin, Ill.—Frank E. Yeazel, pres. of the Alvin Grain & Electric Co., who fell a distance of 60 ft. from the top of the company's new concrete elvtr. last November, is able to be at his work again, but is somewhat crippled. One leg is still in a plaster cast. The company, which has a capital stock of \$25,000, will handle grain of all kinds and operate an electric light plant.

Littleton, Ill.—Thomas J. Loring, of this city, and Fred Pittman, of Industry, were arrested Feb. 13 on a charge of stealing 27 1/2 bus. of clover seed from the elvtr. of Bader & Co. on Jan. 27. The clover seed was sold at Augusta where a check was received and cashed. Bader & Co. offered a cash reward of \$25 for the conviction of the thieves and elvtr. men were on the look-out for them.

CHICAGO NOTES.

A membership in the Board of Trade sold Feb. 20 at \$6,800 net to the buyer.

W. S. Booth, formerly with W. L. Gregson & Co., is now with E. Lowitz & Co.

The E. E. Kendall Co. has erected an elvtr. at South Chicago. The 3 Americas Co. had the contract.

Robert G. Fegan was reappointed Feb. 13 ass't grain sampler and Henry S. Robbins attorney for the Board of Trade.

Charles G. King retired on Feb. 1 from the grain and stock firm of King, Farnum & Co., on account of failing health. The business will be continued under the old name by H. W. Farnum, Wallace C. Winter and Jesse L. Spaulding.

James Crighton, member of the Board of Trade for 40 years and a director of it for 3 years, died Feb. 17, from diabetes. He was a member of the firm of Scribner, Crighton & Co. for many years. Mr. Crighton, who was 65 years of age, is survived by his widow.

M. K. McMullin and R. N. Gardner have applied for membership in the Board of Trade. Herbert L. Bodman, of New York, and Charles J. Moore have been admitted to membership and the memberships of Irving McLeod, S. M. Rose and W. M. Bell have been posted for transfer. Memberships are quoted at \$6,800 net to buyer.

The special com'ite on revision of commissions on cash grain, composed of A. Kempner, Lowell Hoit, W. N. Eckhardt, G. B. Van Ness and H. N. Sager, has prepared a satisfactory schedule of increased rates based on a percentage valuation of the commodities handled, and will soon submit their recommendation to the directors of the Board of Trade.

A report was received Feb. 20 from the special com'ite of the Board of Trade appointed to revise the commission rules on grain futures. It recommended an advance in commission rates to \$10 per 5,000 bus. and the placing of all trades by other than members of firms on a brokerage basis at 50c per 5,000 bus. This recommendation has been referred to the com'ite on rules.

INDIANA

Cynthiana, Ind.—The elvtr. of the Cynthiana Elvtr. Co. was entered recently and a small amount of money taken.

Churubusco, Ind.—We are letting contract for the remodeling of our elvtr. at this station.—O. Gandy & Co., South Whitley.

Red Key, Ind.—The G. L. Watson Elvtr. Co. will take possession Mar. 15 of its recently acquired elvtrs. at this place and Powers.

Greensburg, Ind.—Thieves entered the elvtr. of D. M. Blackmore on Feb. 17 but it is not known if they succeeded in getting any plunder.

Milford, Ind.—I have sold a half interest in my elvtr. and mill to Ed Haab and the new firm will be the Milford Grain & Mfg. Co.—J. D. Baumgartner.

Servia, Ind.—The Mutual Grain Co., which owns elvtrs. at Roann and Pettysville, has bot the elvtr. of the defunct firm of Kinsey Bros. for \$13,000.

Wakarusa, Ind.—We will take over the elvtr., mill, feed and coal business of the Wakarusa Mfg. Co. on Mar. 1.—N. L. Layer & Son, formerly at Wyatt.

Delphi, Ind.—Amos Moore, a farmer, has been arrested on a charge of forgery. He is alleged to have forged a grain receipt for \$48 on Ray & Rice, grain dealers.

Lafayette, Ind.—Frederick Sale, who has been with the Stubbaker Grain & Seed Co. at Bluffton, has accepted a position with the Crabbs, Reynolds, Taylor Co. here.

La Fayette, Ind.—The 2nd annual convention of the Farmers Grain Dealers Ass'n of Indiana will be held in this city Mar. 8 and 9, with headquarters at the Fowler Hotel.

Arcola, Ind.—We have purchased the elvtr., formerly operated by the Arcola Equity Exchange, and are placing contract for rebuilding.—O. Gandy & Co., South Whitley.

New Castle, Ind.—We are installing a new pit and elvtr. boots and will also add a new feed storage room, large enough for 20 cars of feed. We recently completed a new office.—New Castle Elvtr. Co.

Rich Valley, Ind.—We intend to build a 20,000-bu. elvtr. on the Wabash R. R. as soon as we can dispose of all the stock in our company, which amounts to \$12,000.—J. A. Irelan, sec'y Rich Valley Co-operative Co.

Columbia City, Ind.—The recently incorporated Farmers Mill & Elvtr. Co. has taken over the grain and milling business of the Columbia City Mfg. Co. The capacity of the mill will be increased to 150 bbls. and 10,000-bu. grain tanks will be erected. William Hamilton is mgr. of the company.

Wheatland, Ind.—John M. Walker, of our company, was seriously injured, and his brother was instantly killed, Feb. 17, when the automobile, driven by Mr. Walker, was struck by a locomotive and completely demolished. The view of the crossing was hidden by a string of loaded box cars, that had been left over here for some time.—Walker & Barr.

Wyatt, Ind.—Baumgartner & Haab have purchased our elvtr. here and will take possession Mar. 1 when we will remove to Wakarusa. We were more than pleased with the results of our advertisement in the Journal, having received 28 answers from persons who were interested. The purchasers first knew of the place thru this advertisement.—N. L. Layer & Son.

Battle Ground, Ind.—I am no longer in the grain business.—W. A. Ross, formerly agt. Crabbs, Reynolds, Taylor Co.

INDIANAPOLIS LETTER.

Desiring to retire from business we have sold our grain business to the Urmston Grain Co. of this city.—Mutual Grain Co.

A favorable com'ite report has been procured in the house on a bill providing for a separate railroad commission but no action has been taken as yet in the senate.

A bill providing for the appointment of public weighmasters in towns and townships has been approved by a house com'ite. No action has been taken on this measure as yet in the senate.

The Board of Trade has bot the ground on which the Board of Trade Bldg. stands. The price paid was \$180,000, in the form of a new issue of preferred stock of the board. The organization held a 99 year lease on the ground, executed in 1905, with an option to purchase at fixed price. The building, which was erected in 1906 at a cost of \$311,000, is owned by the Board of Trade.

Through the re-arrangement of plans, Chas. J. Brand, of the Dept. of Markets and Rural Organization, will be at the Board of Trade, Feb. 28, for the purpose of a hearing on the proposed Federal Wheat Grades, and we want all grain dealers and millers interested in this matter to be here for this hearing, which will begin at 9:30 a. m.—Chas. B. Riley, sec'y Indiana Grain Dealers Ass'n.

IOWA

Spirit Lake, Ia.—Farmers are organizing an elvtr. company.

Merrill, Ia.—The old Minnesota & Western Elvtr. is being dismantled.

Salix, Ia.—The Farmers Elvtr. Co. has installed 2 electric motors in its elvtr.

Jewell, Ia.—An electric motor has been installed in the elvtr. of the Farmers Elvtr. Co.

Irwin, Ia.—Murrell Knudson has resigned as agt. of the Updike Grain Co., effective Mar. 1.

Pocahontas, Ia.—I will install a moisture tester and pinch bar to move cars.—P. L. Rivard.

Brighton, Ia.—A. H. McCarty has become a partner in the Brighton Elvtr. & Mill Co.

Malcom, Ia.—H. C. Heishman has taken over the grain and lumber business of W. G. Bair.

Winfield, Ia.—The Farmers Elvtr. Co. will build a new office in connection with its elvtr.

Strawberry Point, Ia.—Wm. Haufe has been retained as mgr. of the Farmers Elvtr. Co.

Archer, Ia.—The Archer Co-operative Grain Co. has installed an electric motor in its elvtr.

Sherwood, Ia.—Improvements will be made in the elvtr. of the Farmers Elvtr. this spring.

Carroll, Ia.—F. H. Culbertson has installed a new cleaning and grading mill in his elvtr.

Ericson, Ia. (Boone p. o.), Ia.—C. C. Little has been retained as mgr. of the Farmers Elvtr. Co.

Blanchard, Ia.—The Blanchard Mill & Elvtr. Co. will install a 3-h. p. electric motor in its elvtr.

Charles City, Ia.—O. A. King has been retained as mgr. of the Farmers Elvtr. Co. for another year.

McCallsburg, Ia.—The Farmers Grain Co. has decided to handle lumber in connection with its grain business.

Milford, Ia.—Wilbur Moreland has bot the elvtr. of Alberts & Anderson and will take possession Mar. 1.

Beaman, Ia.—Arch McMartin has succeeded W. F. Weir, who resigned, as mgr. of the Farmers Elvtr. Co.

Muscatine, Ia.—The traffic dept. of the Rock Island Lines is endeavoring to locate an elvtr. at this point.—W.

Boone, Ia.—C. H. Thayer & Co., of Chicago, Ill., will open a branch office on Mar. 1 with W. J. Ray in charge.

Joice, Ia.—E. G. Arneson has been retained as mgr. of the elvtr. of the Incorporated Co-operative Society.

Wellsburg, Ia.—Dick Peters has purchased the elvtr., formerly operated by J. C. Lush and John Tjaden, for \$5,000.

Lorah, Ia.—Nelson & McCaustland, of Atlantic, have bot the elvtr. of A. L. Burnham and will take possession May 1.

Algona, Ia.—The branch office of J. P. Griffin & Co., of Chicago, Ill., has been moved to new quarters. Mr. Brown is mgr.

Manson, Ia.—A. Hakes has sold half interest in his elvtr. to A. M. Nelson and the firm will be known as Hakes & Nelson.

Arnold, Ia.—The elvtr. of the grain company, owned by J. P. Oleson and managed by Chris Hanson, was robbed Feb. 1 of \$17.

Goodell, Ia.—The elvtr., managed by Otis Day, has been destroyed by fire.—Farmers Elvtr. Co., Solberg sta. (Clarion p. o.).

Brayton, Ia.—J. M. Jensen has succeeded me as agt. for Bunton & Nichols.—Robert W. Jark, mgr. Roca Grain & Coal Co., Roca, Neb.

Jefferson, Ia.—I have removed from Des Moines, Ia. to this city.—R. M. Reinertson, traveling representative W. H. Perrine & Co.

Fostoria, Ia.—M. Olson, agt. of the Hunting Elvtr. Co., who fell and fractured several ribs, underwent an operation and is now improving.

Easley sta. (Rinard p. o.), Ia.—H. F. Dohrman, of Farnhamville, has purchased the elvtr. at this station, which is on the Ft. D. D. M. & S.

Harlan, Ia.—E. A. Kinsey, agt. of the Trans-Mississippi Grain Co., fell from a ladder in the elvtr. Feb. 12, broke 3 ribs and sustained other painful injuries.

Earlham, Ia.—S. C. Moreland & Co., operating an elvtr. on the C. R. I. & P., sustained a loss of nearly \$25,000, by fire, which destroyed their flour mill and lumber yards.

Emmettsburg, Ia.—The Wagner Grain & Commission Co. has closed its office here and H. B. Thornton, operator, has gone to Cherokee to take charge of an office for a few weeks.

Farragut, Ia.—The recently organized Farmers Elvtr. Co. has been granted a site for an elvtr. and will build if it can not close a deal for the purchase of one of the elvtrs. here.

Morley, Ia.—We are weighing for Harry Miller at the present time. When he builds his elvtr. in the spring he will do the weighing himself.—Diamond Lumber Co., per H. J. Johnson.



Bill your next Car of Grain
to
HENSEY & OWEN
GRAIN COMMISSION
MILWAUKEE

Little Rock, Ia.—The following officers were re-elected at our annual meeting on Feb. 6: Pres., B. J. S. Odens; sec'y, Martin F. Olson, and mgr., E. B. Krominga.—Farmers Elvtr. Co.

Midvale sta. (Kelley p. o.), Ia.—The Farmers Grain Co. of Huxley has employed Thos. Egnass as mgr. of its elvtr. here. Improvements will be made in the building during the summer.

Sheffield, Ia.—The Farmers Incorporated Co-operative Society will build another elvtr., and lumber and coal sheds, on the M. & St. L. The company's present elvtr. is on the Rock Island.

Huxley, Ia.—The Farmers Grain Co. has retained H. R. Sheldahl as mgr. of its elvtr., which will be improved during the coming season. Mr. Sheldahl is a candidate for judge of the city court.

Story City, Ia.—Burke & Stephenson will have their 31,000-bu. cribbed elvtr., now under construction, completed about Mar. 15. The office and automatic dump scale are situated inside the elvtr.

Holland, Ia.—John Neesen has bot the elvtr., which the Merchants Elvtr. Co. purchased last fall from John Frerichs. Mr. Neesen will take possession Apr. 1.—J. A. Fonken, mgr. Farmers Elvtr. Co.

Craig, Ia.—L. E. Thunhorst, formerly mgr. of the Farmers Elvtr. Co. at Guide Rock, Neb., has succeeded me as mgr. of the Farmers Elvtr. Co. here.—G. A. Null, mgr. Farmers Elvtr. Co., La. Mars.

Columbus Junction, Ia.—J. H. Huston has bot the interest of J. A. Sprague in the grain, coal and produce business of Sprague & Weber. Mr. Sprague will retire after being in the grain business for 20 years.

Sheldon, Ia.—My new 30,000-bu. up-to-date elvtr., which is equipped with an 800-bu. hopper scale, 7x15 in. cups, manlift and 10 h. p. electric motor, is now in operation.—Benj. Jenkinson, prop. Jenkinson Grain Co.

New London, Ia.—Chas. Shipley has succeeded W. J. Green, who resigned as mgr. of our company. Our new elvtr., equipped with electric power, is now ready to handle all kinds of grain and grind feed.—Farmers Elvtr. Co.

Des Moines, Ia.—A special meeting of the creditors of the defunct B. A. Lockwood Grain Co. will be held in the Federal Bldg. on Feb. 27, for the purpose of adjusting all unsettled claims.—Frank J. Comfort, referee in bankruptcy.

What Cheer, Ia.—Bird Dugger started work Feb. 15 on the 12,000-bu. elvtr. for which he let contract to the Newell Construction Co. Equipment includes a corn sheller, capable of handling 2½ carloads per day. The elvtr. will be located on the C. & N. W. R. R.

KANSAS

Hunter, Kan.—The Farmers Union has completed a 30,000-bu. elvtr.

Ellinwood, Kan.—The Wolf Mfg. Co. is building an 80,000-bu. concrete elvtr.

Home City, Kan.—The Farmers Union has placed its new elvtr. in operation.

Cunningham, Kan.—E. S. Ratcliffe, of Ratcliffe Bros., grain dealers, died Feb. 1.

Groveland sta. (McPherson p. o.) Kan.—Farmers are organizing an elvtr. company.

Ludell, Kan.—We are organizing a grain company to operate an elvtr.—E. P. Dominy.

Elgin, Kan.—We will discontinue the grain business on Mar. 10.—Considine & Wales.

McCune, Kan.—The N. M. Smith Grain Co. has installed electricity in its elvtr. and mill.

Elyria, Kan.—J. E. Crabb has succeeded H. H. Flaming as mgr. of the Farmers Elvtr. Co.

Cheney, Kan.—Henry Lorenz & Sons contemplate building a 4,000-bu. elvtr. for their own use.

Andale, Kan.—We have installed a new 15-h. p. oil engine.—S. A. Hecht, mgr. Farmers Grain Co.

Moran, Kan.—The Moran Grain Co. is building an addition to its elvtr. to be used for flour and feed.

Solomon, Kan.—C. W. Freeman has succeeded Chas. Henning as agt. of the Kansas Flour Mills Co.

Duquoin, Kan.—Our plans are as yet incomplete for the organization of a farmers elvtr. company.—F. W. Jacks.

Albert, Kan.—Pearl Strong has been retained as mgr. of the recently acquired elvtr. of the Central Grain Co.

Centerview sta. (Lewis p. o.) Kan.—W. H. Newsom is pres. and I am mgr. of the Farmers Elvtr. Co.—R. P. Stone.

Pixley, Kan.—I have bot the elvtrs. of J. D. Infeld here and at Medicine Lodge.—Jesse Nebergall, Medicine Lodge.

Olathe, Kan.—The Hadley Mfg. Co. contemplates the erection of 75,000 bus. additional concrete storage to its plant.

Burdett, Kan.—Albert H. Martin has been retained as mgr. of the Farmers Grain & Supply Co. for another year.

Chapman, Kan.—Perry Frazier contemplates the erection of a concrete elvtr. to replace the one which burned Jan. 11.

Wellsford, Kan.—We have erected a 20x72 ft. wareroom for flour and millfeeds.—H. C. Morton, mgr. Wellsford Grain Co.

McPherson, Kan.—We intend to increase our flour milling capacity from 500 to 750 bbis. per day.—Wall-Rogalsky Mfg. Co.

Clay Center, Kan.—Mr. Hinds has been retained as mgr. of the elvtr., which the Snell Mill & Grain Co. took over from the Farmers Elvtr. Co.

Oakland, Kan.—The Farmers Equity Elvtr. Co. has been organized to build a 10,000-bu. elvtr. this summer, on the Wichita & Western Railroad.

Olmitz, Kan.—A high wind Feb. 4 damaged the Schreiber Elvtr., operated by the Genesee Grain Co., causing several loads of wheat to run out on the railroad track.

Ft. Scott, Kan.—The Kansas Flour Mills Co. will build a 100,000-bu. concrete elvtr. in connection with the plant of the Ft. Scott Mills. Work will start in the spring.

Enterprise, Kan.—Plans have been completed for the erection of a 285,000-bu. concrete elvtr. at the plant of the Hoffman Mills, owned by the Kansas Flour Mills Co.

Cherokee, Kan.—A 50,000-bu. elvtr. will be erected in connection with the Cherokee Mills, owned by the Kansas Flour Mills Co. It will be completed to handle next year's wheat crop.

Brownsdale sta. (Miltonvale p. o.) Kan.—The Farmers Union is building an elvtr. at this station, which is a new siding on a branch of the Leavenworth, Kansas & Western. John Sims, of Clay Center, will be mgr.

Wakefield, Kan.—We are installing an electric motor to drive the elvtr. to use when we have no steam to run the mill. We may install electricity for power but have made no definite plans.—H. Niemoller & Sons.

Bunker Hill, Kan.—E. O. Humes, cashier, of the Bunker Hill State Bank, who often sells corn from cars, is no longer pres. of the Farmers Elvtr. Co. and does not own an elvtr. here.—E. F. Butler, agt. C. E. Robinson Grain Co.

Natoma, Kan.—Ralph Barger is mgr. of the elvtr. of the G. B. Flack Grain Co., which was built last fall. It has a capacity of 10,000 bus. and is equipped with a 2-ton wagon scale, Richardson Automatic Scale and 8-h. p. engine.—N.

St. Francis, Kan.—We placed our new cribbed 22,500-bu. elvtr. in operation Jan. 1. Equipment includes a 15-h. p. engine, 1,500-bu. automatic scale, and up-to-date cleaner. It is located on the St. Francis branch of the C. B. & Q. R. R.—C. R. Henry, mgr. St. Francis Equity Exchange.

Neola, Kan.—We will put our elvtr. in first class condition and will build coal bins. E. E. Earle, who was mgr. of the Southwest Grain Co. at Malloy last year, has been employed as mgr. of our company.—Neola Elvtr. & Supply Co.

Paradise, Kan.—We will build a new warehouse, 24x40 ft., with basement under the entire building, and will install a car loader in our elvtr. The C. E. Robinson Grain Co. will change mgrs. in June.—Geo. Hancock, mgr. Farmers Union Ass'n.

Anthony, Kan.—The Kansas Flour Mills Co. will erect a 50,000-bu. concrete elvtr. in connection with its plant, operated under the name of the Anthony Mills. Work will start in the spring so that the building will be completed to handle the new wheat crop.

Frizzell, Kan.—The elvtr. of the Frizzell Grain & Supply Co. lost \$14,500 during the year. The loss was attributed to "bucket shops." The stockholders' meeting was enlivened by considerable criticism. Andrew Parrish was elected to succeed W. A. Krouse as mgr.

Hutchinson, Kan.—T. G. Holdridge has bot the 200,000-bu. terminal elvtr. of the Kansas Grain Co. at this city and also its 18 country elvtrs. The purchase price was \$70,000. Mr. Holdridge is connected with the Kansas Flour Mills Co. and the Larabee Flour Mills Corporation.

Ray, Kan.—Repairs have been made on the elvtrs. of the Stafford County Flour Mills Co. and the Pacific Elvtr. Co. We are making minor repairs on our elvtr. A vote was taken on a proposal to sell our property and the vote was strong to retain it.—L. H. Thorp, mgr. Farmers Grain & Supply Co.

Detroit, Kan.—We have purchased the Detroit Elvtr. of W. J. Lexow. C. F. Klamm never owned it but operated it for Mr. Lexow and will continue to do so for us as he has rented it for a year. We will increase the capacity 5,000 bus. and will install an electric motor to replace the engine.—Page Bros.

Yates Center, Kan.—Our elvtr., with contents, burned from an unknown cause Feb. 3 with an estimated loss of \$7,500, on which there was no insurance. If there had been water and plenty of pressure, the loss would have been nominal. We have not decided regarding rebuilding.—Harder & Weide Grain Co.

Rozel, Kan.—We intend to erect a fire-proof elvtr., of steel or concrete construction, with a capacity of 26,000 or 28,000 bus. It will be equipped with a cleaner. We have our own automatic scale, engine and engine house, office and wagon scales. Work will be started in about a month.—O. C. Glenn, of Union Grain Co.

Hunnewell, Kan.—H. Lee Tankersley, grain dealer, has disappeared. He was last seen Feb. 2 at a hotel at Wichita. The supposition is that he purchased new clothing to disguise himself as all the clothes he wore to Wichita were left in his room. He is 5 ft. 9 in. in height, has dark red hair, blue eyes and prominent cheek bones.

Colby, Kan.—We have been in business here since Aug. 1 and are operating under lease the 20,000-bu. elvtr. of W. D. Ferguson, on the C. R. I. & P. R. R., which we will purchase before Mar. 1. We handle coal, flour, feed and supplies in connection with our grain business.—Frank P. Neivmyer, mgr. Thomas County Co-operative Ass'n.

TOPEKA LETTER.

The Mid-West Grain & Elvtr. Co. will be incorporated, with a capital stock of \$75,000, by E. J. Smiley, of this city, F. D. Sperry, Ellsworth, Claude Hardman, J. F. and O. B. Jones, of Wakeeney, to operate the proposed 250,000-bu. concrete public elvtr. and transfer house. It will have a handling capacity of 100 carloads of grain per day. The company will open offices in the New England Bldg., with J. F. Jones, of Wakeeney, as mgr.

A bill has been introduced by Senator Doerr, of Pawnee, which provides that the railroads shall distribute grain cars to elvtrs. in proportion to the amount of grain "offered" to the different elvtrs. The bill would give the farmers' elvtrs. an unlimited number of cars in comparison to elvtrs. owned by independent dealers.

The surplus of \$80,000 in the state grain inspection fund paid in by grain dealers is inviting suggestions on how to expend it. The shippers who paid the fees believe it should be returned to them by a reduction of future fees, but T. L. Daniels, sec'y of the Kansas Farmers Co-operative Grain Ass'n, has been lobbying in this city for some time in favor of appropriating \$10,000 of this money for a "study of marketing conditions." He says: "We believe that it is equitable to ask that this part of the surplus fund be used in this manner." Why not use the entire \$80,000 for a "study of the car shortage," if such study would have the effect of providing Kansas grain shippers with cars? Why should the grain shippers be taxed specially to support the government while paying real and personal taxes the same as anyone else?

WICHITA LETTER.

The Kemper Grain Co. has increased its capital stock to \$20,000.

The membership in the Board of Trade, held by E. E. Roahan, has been posted for transfer to E. J. Miller.

Sec'y J. H. Sherman was forced to use crutches temporarily as the result of a recent fall on an icy sidewalk.

The Red Star Mill & Elvtr. Co. will build a new wheat cleaning house between the present mill building and the engine house. This will give additional storage room in the mill building.

The Board of Trade has installed a new telephone system connecting 25 of the grain offices direct with trading hall of the Board of Trade. An operator will be employed to give them the market upon taking the receiver down.

The Vilm Mig. Co. sustained a loss of more than \$50,000 by fire Feb. 5, which started in the machinery at its plant. Between \$40,000 and \$50,000 in special mill insurance was carried. Practically all of the 5,000 bus. of wheat in the elvtr. was burned or otherwise ruined. Mr. Vilm contemplates rebuilding on another site.

KENTUCKY

Owensboro, Ky.—The Rapier Grain & Seed Co. has completed its 60,000-bu. elvtr. which gives this point a total storage capacity of 310,000 bus.

Henderson, Ky.—The fire in the press at our plant was of no consequence. The damage was so small we made no claim on the insurance companies.—A Waller & Co.

Franklin, Ky.—The Franklin Elvtr. & Warehouse Co. has placed its new plant in operation and will handle grain, feed, meal, flour, hay and cereals. Frank S. Dibbenner, C. H. Caudill, R. P. Hite, I. M. Baker and M. S. Wile are members of the firm.

Louisville, Ky.—Fire, which occurred during the night of Feb. 25, destroyed the elvtrs. of the Kentucky Public Elvtr. Co., together with 75 box cars standing on the storage tracks of the Illinois Central Railroad. The estimated loss is more than \$1,000,000.

LOUISIANA

Bogalusa, La.—A company, of which A. N. Dobbs is pres., has asked for bids on an up-to-date 3-story elvtr. The building must be ready by Aug. 1 at a cost of approximately \$16,000. This will be the only elvtr. between New Orleans and Jackson, Miss.

NEW ORLEANS LETTER.

I contemplate entering the grain business.—P. H. Ermont.

William Zetzmann, formerly in the grain business here for 10 years, died Feb. 2, aged 54 years.

The 350,000-bu. concrete fireproof Basin Elvtr., now under construction, will be operated by John T. Gibbons.

Enlargement of the new Dock Board Elvtr., which was completed Feb. 1, is under consideration by the board of port commissioners.

MARYLAND

Fairmount, Md.—The Fairmount Grain & Mig. Co. has been organized, with a capital stock of \$60,000, to handle grain, hay, feed and flour.

BALTIMORE LETTER.

Ellsworth Armacost, grain and feed dealer, and member of the Chamber of Commerce, has been adjudged a bankrupt.

Watson S. Moore, of the W. S. Moore Grain Co., Duluth, Minn., has been elected to membership in the Chamber of Commerce.

Work will shortly be started on the proposed 3,000,000-bu. elvtr. planned for erection by the Pennsylvania Railroad Co. at Canton. Within a month the company will be in a position to invite bids for the structure, which will replace the one burned last June.

MICHIGAN

Marcellus, Mich.—Chas Bissell has retired from the grain business.

Almena, Mich.—E. H. Minier will increase the capacity of his elvtr. to 15,000 bus. during the coming summer.

Glennie, Mich.—We have a new 2,000-bu. elvtr. and large warehouse. K. P. Kimball of Detroit, is pres. of our company.—Glennie Elvtr. Co.

Oxford, Mich.—I have taken over all the interests of Jossman & Howland at this place. I did not build an elvtr. at Orion.—M. S. Howland.

Olivet, Mich.—We are operating our newly acquired elvtr., hay warehouse and coal sheds in connection with our lumber business.—Long, Cobb & Co.

Lowell, Mich.—C. H. Runciman has built the elvtr. of the Chas. E. Jakeway Estate for \$8,000. Mrs. Jakeway has been conducting the elvtr. since her husband's death.

Battle Creek, Mich.—Fred Zinn, son of A. K. Zinn, prop. of an elvtr., is home on a furlough from the aviation corps of the French army. Mr. Zinn met his son at New York.—P.

Charlotte, Mich.—The Square Deal Co-operative Elvtr. Co. will be incorporated with a capital stock of \$50,000. It is making plans to lease the elvtr. of J. D. McLaren & Co. and the Packard Mill.

Coleman, Mich.—Our elvtr. was destroyed Feb. 5 by an explosion of the coal stove in the office. The loss on the elvtr. and machinery is \$3,000 above the insurance. We will build a 15,000-bu. elvtr. in the spring, on the same site.—Hurst & Son.

Morrice, Mich.—The Caughey-Jossman Co., of Detroit, has brot suit in the circuit court against Frank M. Towner, prop. of elvtrs. here and at Perry, for \$5,000. Towner is out on bail awaiting examination on a criminal charge, the Grand Trunk Railroad accusing him of negotiating for value an order B/L when the grain mentioned in the bill had not been delivered to the railroad company. He received \$1,300 from a Perry bank on the paper. The Grand Trunk also has a civil suit pending against Towner for \$7,000.

MINNESOTA

Freeport, Minn.—Moritz Hoeschen has closed his elvtr.

Perham, Minn.—Farmers are organizing an elvtr. company.

Stewart, Minn.—The elvtr. of the Pacific Elvtr. Co. is closed.

Gary, Minn.—The elvtr. of the Monarch Elvtr. Co. has been closed.

Augusta, Minn.—The Farmers Elvtr. Co. has installed a corn crusher.

Duluth, Minn.—The Kenkel-Todd Co. is retiring from business in this city.

Graceville, Minn.—T. Rowen is the new mgr. of the Monarch Elvtr. Co.—D.

New Germany, Minn.—B. B. Mielke has purchased the elvtr. of the State Elvtr. Co.

Woodstock, Minn.—The Farmers Grain Co. has built a concrete driveway at its elvtr.

Glenwood, Minn.—H. Hendrickson, of Underwood, is the new mgr. of the Farmers Elvtr. Co.

Hawley, Minn.—The Long Prairie Mig. Co. will build a 150-bbl. mill and 15,000-bu. elvtr. in the spring.

Arlington, Minn.—Carl Doerr, of Hartford, S. D., has bot the Independent Elvtr. established by Bart Hunt.

Erskine, Minn.—J. H. Widness has purchased the elvtr. which F. Mylerberg has been operating under lease.

Burchard sta. (Balaton p. o.) Minn.—Edwin Twede and Paul W. Giese have bot the elvtr. of the Western Elvtr. Co.

Watson, Minn.—The L. G. Campbell Mig. Co., operating an elvtr. here, has purchased the Ames Mill at Northfield.

Dorset, Minn.—N. Quale has bot the elvtr. of the Park Rapids Fuel & Supply Co. and will build an addition to it.

Belle Plaine, Minn.—The Equity Elvtr. Co. is operating its new 15,000-bu. elvtr. D. F. Hoag & Co. had the contract.

Glyndon, Minn.—The Farmers Grain & Lumber Co. has been organized by A. J. Fitzsimmons, O. J. Groves and others.

Kasota, Minn.—Report states that the elvtr. of the Gould Grain Co. has been closed on account of the coal shortage.

Brownston, Minn.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$50,000, to buy or build an elvtr.

Kenyon, Minn.—The Farmers Mercantile & Elvtr. Co. has bot additional property and will build a 2-story brick building near its elvtr.

Red Lake Falls, Minn.—Horup Jensen has succeeded P. O. Christianson, who resigned as mgr. of the Red Lake Falls Elvtr. Co.

Hope sta. (Amboy p. o.), Minn.—The Speltz Grain & Coal Co. has offered to sell its elvtr. to the farmers, who are considering forming an elvtr. company.

Welcome, Minn.—We will erect a 20,000-bu. elvtr. to replace our house, which was destroyed by fire of unknown origin. Loss on the building, \$1,000; grain, \$500; fully insured.—F. C. Sodenberg, agt. Rippe Grain & Mig. Co.

MINNEAPOLIS LETTER.

The Grain Growers Elvtr. Co. has been incorporated with a capital stock of \$50,000.

A. J. Lahiff has applied for a traveling representative's license to represent the Atlass Elvtr. Co.

Elvtr. "L" of the Cereal Grading Co. was closed Feb. 14 and Minneapolis elvtrs. with 5,000,000 bus. of grain were reported on the verge of closing owing to car shortage.

We are indebted to Sec'y John G. McHugh for a copy of the 34th annual report of the Chamber of Commerce, which contains the usual list of officers, directors, standing com'tees of the board of directors and of the exchange, members of the boards of arbitration and appeals, names of individual members and of firm and corporation members. It also contains a list of the officers since 1881 and valuable statistical information regarding the daily, weekly, monthly and yearly receipts and shipments of grain, daily closing prices on grain, crop movement of wheat, corn, mill-stuff and flour for 38 years, of oats for 40 years, and of barley, rye and flaxseed for 38 years, inspection reports of all grain, a list of all elvtrs. at this market, giving capacity and name of operators and many other items of interest.

Edward F. Krumdick, of the Winona Malting Co., Winona, has applied for membership in the Chamber of Commerce. The following memberships have been transferred: From R. G. Chandler to E. F. Rosenthal and from Finley Barrell to M. J. O'Brien.

ST. PAUL LETTER.

Representatives Gleason, Devold, Lang and Lennon have introduced a bill repealing the present workmen's compensation law.

S. F. 354, which is a bill providing for the consideration of milling value in establishing grain grades, has been passed by the senate.

St. Paul is urged as the proper location for the state-owned terminal elvtrs. proposed to be built by Montana, North Dakota and South Dakota.

H. F. 24, introduced by Magnus Johnson, preventing unlawful discrimination in the purchase of grain, has been passed by the house by a vote of 93 to 2.

The house has adopted the resolution offered by the grain and warehouse com'ite memorializing Congress to establish terminal elvtrs. in the leading railroad and marine centers of the country.

A com'ite of 5 has been appointed by the Minnesota Legislature to investigate the workings of the Minneapolis Chamber of Commerce, Duluth Board of Trade and the Co-operative Equity Exchange.

The uniform bill of lading measure that Senator Olf Gjestet, of Montevideo, introduced Feb. 5, is in the hands of the senate railroad com'ite. It has been indorsed by the American Bar Ass'n and the Minnesota Bar Ass'n, and as it stands is practically identical with the law as Congress passed it and as it has been passed by the legislatures of 15 states.

As the result of a tie vote the track scale bill, which requires terminal elvtrs. to install track scales in addition to the present cupola scales, can not be put on the floor of the house with any recommendation. An amendment to the bill has been proposed, requiring the change only where practicable, this to be determined by the railroad and warehouse commission.

Charles Kenning, of Bird Island, chairman of the legislative com'ite of the Farmers Grain Dealers Ass'n of Minnesota, appeared before the legislature Feb. 15 to voice opposition of the organization to pending grain bills. The ass'n in its annual convention opposed the following bills in resolutions adopted Feb. 14: An act to place a tax on all sales of grain for present or future delivery; an act to prohibit trading in futures in grain; an act to increase taxes on grain in elvtrs.; an act to create a bureau of grain inspection.

A bill introduced in the state Senate by Senators Potter, Rask and Hegnes Feb. 16 requires the execution of a surety bond for the benefit of consignors by all grain warehouses. The bond is to be filed with the sec'y of state and will be not less than \$10,000. The railroad and warehouse commission is granted power to increase the amount of bond. The bill repeals the law prohibiting the sale of grain out of warehouses without the owners' consent, already largely disregarded, authors of the bill say and specifically authorizes such sale.

Charles E. Elmquist and O. P. B. Jacobson of the railroad and warehouse commission spoke in defense of the commission Feb. 7 at a hearing on the efficiency and economy bills. The commission had been attacked in connection with the bill creating a new grain inspection dept. Chairman F. A. Duxbury of the senate com'ite on civil administration ruled that the commission was not on trial, but the members insisted they had been publicly attacked and had a right to reply. The privilege was given them, and they came back strong at their critics. Mr. Elmquist declared that under the system of grain inspection, collusion between inspectors and either buyers or sellers is impossible, as inspectors do not know either party to the transaction.

Appeals by country elvtr. men for a hearing on A. F. Teigen's bill prohibiting dealings in futures led the house com'ite on grain and warehouse Feb. 13 to reconsider its action sending the Teigen bill out without recommendation. Mr. Teigen protested against the delay.

S. F. 180, authorizing the loan of seed and feed to impoverished farmers, by country boards, has been passed by the senate and is now up to Governor J. A. A. Burnquist. It allows county commissioners to furnish seed grain, taking a lien on the crop which becomes a lien on the land in case the loan is not paid by November. The measure is for the relief of farmers whose crops were ruined by black rust last year. Senator Edward Rustad and Representative Otto Neuman fathered the bill.

MISSOURI

Humansville, Mo.—Edgar Newby, of Clifton Hill, has bot the elvtr. of P. D. Blake.

Calhoun, Mo.—The Farmers Elvtr. Co. will be incorporated, with a capital stock of \$6,000, to build an elvtr. here.

Salisbury, Mo.—H. T. Phelps is pres. and John Legendre is mgr. and treas. of our company.—Richard Steging, sec'y Farmers Elvtr. Co.

Palmyra, Mo.—The Farmers Elvtr. Co. has been organized, with a capital stock of \$25,000, to build a 15,000-bu. elvtr. and warehouse for hay and feed.

Pilot Grove, Mo.—B. S. Lusk has sold his elvtr. to O. M. Olsen. Possession will not be given until next October.—Wallace W. Burger, mgr. Harriman Elvtr. Co.

Weston, Mo.—I have bot the half interest in the R. & B. Elvtr. Co., of B. J. Bless, of the firm of Rumpel & Bless, and will continue the business under the old name for the present.—Julius Rumpel.

Palemon sta. (Norborne p. o.) Mo.—W. H. Perrine & Co., of Chicago, Ill., are tearing down their old elvtr. to make room for a new one, which they hope to have completed by June 1.—Winkler & Trullinger, Norborne.

Tebbetts, Mo.—The Tebbetts Mill & Elvtr. Co. will erect 30,000 bus. additional wheat storage and increase the capacity of its mill to 150 bbls. M. R. Long is mgr. of the company, which is owned by L. R. Hord and D. J. Roots.

The following have been appointed to serve the Missouri Grain Dealers Ass'n for the coming year: Arbitration com'ite, John L. Messmore, J. D. Mead and J. B. Schaum; appeals com'ite, Henry Wise, A. G. Sullivan and G. W. Helm; transportation com'ite, C. A. Morton, John M. Flynn and R. C. Davis; legislative com'ite, J. A. Gunnell, Geo. Martin, Jr., and J. J. Culp; weights com'ite, Cecil Wayland, M. H. Hurley and D. B. Kevil.

KANSAS CITY LETTER.

The Larabee Flour Mill Corporation is planning to move its headquarters to this city.

Thomas J. Blakey, of Pleasanton, Kan., has been admitted to membership in the Board of Trade.

The 85,000-bu. elvtr., under construction for the Midland Mfg. Co., in North Kansas City, is nearing completion.

Ralph H. Orthwein, local mgr. of the Mason Hawpe Grain Co., has been admitted to membership in the Board of Trade.

The freight interests of the Board of Trade at the present time are being looked after by the transportation dept. of the Chamber of Commerce.

W. G. Haseltine, lately connected with the Moss Grain Co. as traveling solicitor, and a former member of the Board of Trade, has received an appointment as one of the supervisors of federal grain inspection in the bureau of grain standardization. He will be stationed in Nebraska or Iowa.

Ernest Reiner, who has been mgr. of the J. Rosenbaum Grain Co. at Ft. Worth, Tex., has been transferred to the Terminal Elvtrs. at this city to take charge of the company's middle west trade.

Cort Addison, pres. and mgr. of the recently incorporated Addison-Benton Grain Co., is not a member of the Chicago Board of Trade, as was recently reported. The membership is held by C. Herbert Benton, who altho he is treas. of the company, will take no active part in it as he is still in charge of the Benton Grain Co., a firm which has been in existence here for 25 years. There is no connection between the Addison-Benton Grain Co. and the Benton Grain Co.

We are indebted to Sec'y E. D. Bigelow for a copy of the annual statistical report of the Board of Trade for 1916. It contains a list of the officers and directors for 1916 and 1917 and the standing com'ites for this year. The report also contains a complete list of the members of the exchange. The statistics include stocks of grain in store Jan. 1, receipts and shipments by the month for 1915 and 1916, in carloads for the year, and total receipts and shipments for the past 17 years. The daily range of prices of grain and a list of the elvtrs. and operators, together with the capacity of each house, and the total yearly grain storage capacity of the city since 1879 is also given. The total storage capacity has increased from 21,415,000 bus. in 1915 to 23,890,000 bus. in 1916.

ST. JOSEPH LETTER.

J. L. Frederick, who was recently elected pres. of the Missouri Grain Dealers Ass'n, has gone to Hot Springs, Ark., for a month's vacation.

An assessment of \$60 was made, at a special meeting of the board of directors of the Grain Exchange, to meet the running expenses of the current year, payable in quarter installments.

Foundations for the main mill building of the Larabee Flour Mills Corporation are about completed and the piling for the working house of the elvtr. is being put in.—Allan T. West, ass't sec'y Grain Exchange.

Chas. A. Geiger, of the Geiger Grain Co., has been appointed chairman of the complaints com'ite in the place of Geo. W. Helm, who declined to accept the appointment.—Allan T. West, ass't sec'y Grain Exchange.

The Burlington Public Elvtr. Co. has asked for bids for an addition to its elvtr., consisting of 12 concrete tanks, which would increase the capacity from 500,000 to 800,000 bus. Work will be started in the early spring.

The Mid-West Grain Co. has leased one of the 2 private offices from the G. W. Helm Grain Co., which gives it a desirable location, directly opposite to the main entrance of the trading hall of the Grain Exchange. Frank Driver is sec'y of the company.

The final touches are being put on the new trading hall of the Grain Exchange, on the 14th floor of the Corby-Forsee Bldg. The furniture will be installed in a few days and it is hoped that by Mar. 1 everything will be running along in shape for business.—Allan T. West, ass't sec'y Grain Exchange.

ST. LOUIS LETTER.

T. G. Watts, actively engaged in the grain trade in former years and one of the oldest members of the Merchants Exchange, died recently.

The Mason Hawpe Grain Co. has been incorporated here with a capital stock of \$25,000. The company is a part of a Kansas City grain house.

The hay com'ite of the Merchants' Exchange, assisted by John Dower, supervisor of weights, is making a strong fight to prevent the passage of the hay inspection bill by the state legislature. The bill would force the Exchange to abandon its hay inspection and track watchmen service, which has been very satisfactory.

The GRAIN DEALERS JOURNAL.

The 4 reinforced concrete tanks, started for the St. Louis Brewing Ass'n, which were intended to give it additional storage room for 90,000 bus., remain unfinished and the contractor is said to have departed without leaving a mail address.

An attempt is being made to secure the passage by the Municipal Assembly of an ordinance to annul the present weighing laws of this city, and to provide for an allowance or leeway of 40 lbs. on each wagon-load weighed on city scales. The proposed law would abolish city inspection by scales and also the revenue to the city, which, under the present law, is derived from the sale of city scale tickets.

The Jones-Wise Commission Co. has filed a voluntary petition in bankruptcy. Liabilities, \$30,116; assets, \$24,904. The first meeting of its creditors will be held Mar. 2 at the office of Walter D. Coles, referee in bankruptcy, Room 416 Security Bldg. in this city. The creditors may attend, prove their claims, appoint a trustee, and transact other business. The advisability of the sale of all the assets of the estate at public or private sale subject to approval and confirmation by the court, will be considered.—C.

MONTANA

Lavina, Mont.—Farmers will organize a company to build an elvtr. here.

Cusker sta. (Opheim p. o.) Mont.—The erection of an elvtr. here is contemplated.

Kolin, Mont.—I took charge of the elvtr. of the Rocky Mountain Elvtr. Co. on Jan. 8.—Albert Netteland.

Inverness, Mont.—The International Elvtr. Co. is building a 20,000-bu. elvtr. T. E. Ibbsen has the contract.

Hinsdale, Mont.—The Equity Co-operative Ass'n will build a flour mill, to cost \$18,000, in connection with its new 40,000-bu. elvtr.

Great Falls, Mont.—John McVey has been appointed general supt. of the elvtrs. and grain business of the Rocky Mountain Elvtr. Co.

Winnett, Mont.—I understand that the Farmers Elvtr. Co. will build an elvtr. here.—C. Braithwaite, mgr. Farmers Elvtr. Co., Grassrange.

Toole sta. (St. Regis, p. o.) Mont.—The report that an elvtr. would be built here is incorrect. This is not a grain belt and we do not need an elvtr.—X.

Dixon, Mont.—The Montana Central Elvtr. Co., of Minneapolis, Minn., will erect 6 concrete elvtrs., on the Northern Pacific, between this station and Polson.

Shelby, Mont.—An elvtr. will be erected by the Farmers Co-operative Ass'n during the coming summer. A site has already been secured from the railroad company.

Denton, Mont.—The Western Lumber & Grain Co. will build a 16,000-bu. addition to its 20,000-bu. elvtr. The entire elvtr. will be remodeled to handle the company's increasing business.

Pendroy, Mont.—John Flinn has been placed in charge of the new elvtr. of the Rocky Mountain Elvtr. Co. A. A. Denger is agt. of the Montana Elvtr. Co. and Geo. Briggs is agt. of the Imperial Elvtr. Co.—O.

Comanche, Mont.—We have bot the elvtr. built by Clark & Schofield, of Billings, and are now buying grain and selling coal and feed. Thos. Harrison is pres. and Swan Nelson is mgr. of our company.—Farmers Elvtr. Co.

Grassrange, Mont.—The C. M. & St. P. R. R. will extend its road from this station to Melstone this season, according to report, and there will undoubtedly be some elvtrs. built on this extension.—C. Braithwaite, mgr. Farmers Elvtr. Co.

Joplin, Mont.—We have built a 25,000-bu. annex to our old 20,000-bu. elvtr. and now have a total capacity of 45,000 bus., on the Great Northern. The Joplin Grain Co. contemplates repairing its elvtr. during the summer.—M. L. Buckland, agt. International Elvtr. Co.

Drummond, Mont.—We have organized an elvtr. and warehouse ass'n with a capital stock of \$15,000, and will handle approximately 200,000 bus. in 1917. We will build about May 1 an elvtr., of about 30,000 bus. capacity, on the C. M. & P. S. R. R.—John Dingwall, pres. Equity Elvtr. Co.

Kevin, Mont.—We completed our 30,000-bu. iron clad elvtr. on Feb. 5. It is equipped with up-to-date machinery, including a cleaner, Strong Scott Manlift, automatic scale, 8-ton oil control dump scale, 25-h. p. engine, Gerber Distributor, and 2 elvtr. legs. It has a warehouse and feed mill in connection. Carter Pendergast is our mgr.—Harry E. Harte, sec'y Equity Elvtr. Ass'n.

Ft. Benton, Mont.—We are increasing the capacity of our elvtr. 25,000 bus. and are installing 2 electric motors, one in the head and the other in the boot. The annex will be handled by two 30 ft. conveyors. The electric motor in the head handles the 2 legs and upper conveyor and the lower one handles the cleaner and lower conveyor. We are also building a coal shed. —W. J. Pitman, mgr. State Elvtr. Co.

Lake Basin, Mont.—Articles of incorporation have been filed by 2 elvtr. companies, under the supervision of the Society of Equity, who propose to erect elvtrs. on the new Lake Basin Railroad. It is proposed to erect an elvtr. on the railroad near Stillwater Hall and another in the Coombs Flat district. The organization also contemplates the erection of elvtrs. at a point where the Columbus-Broadwater road will cross the railroad and at the new town of Ragelje sta. (no p. o.). The Farmers Union in the Lake Basin also anticipates the erection of an elvtr.

HELENA LETTER.

A bill will be introduced in the house to repeal the law providing for a state grain inspector.

The house has recommended for passage H. B. 270, introduced by Charles Anderson, giving threshermen lien on grain threshed.

S. B. 33, introduced by Stevens, relating to the cleaning and coopering of box cars, has been recommended for passage by the house.

A bill will be introduced in the legislature providing that mills shall accept and grind wheat into flour at a fixed toll for grinding.

A bill will be introduced in the house, doing away with the office of deputy sealer of weights and measures and providing that this work be done by the county clerks and recorders. This bill is similar to one by Senator Brower, which has already passed the senate.

The house has killed bill No. 108 introduced by Rep. Adam Stimpert, which prohibited unfair competition. The bill provided for a maximum fine of \$10,000 for violations of the bill, but the enacting clause was stricken out, when an amendment to reduce the maximum penalty to a fine of \$250 was lost.

If the propositions advocated by B. C. White are put thru, Montana will be bonded for \$400,000, with which to erect 2 or 3 state owned elvtrs. It is proposed to charge a 'small' storage fee to pay the expenses of running the elvtrs., and a sinking fund will be established, which will in 40 years, more or less, retire the bonds.

Provision for the construction of a state-owned terminal grain elvtr. at Great Falls is made in a bill by Stimpert of Cascade, which was reported for passage Feb. 15 by the house com'te of the whole. Gullidge of Prairie objected to Great Falls being named as the place where the elvtr. should be built, while Kelsey of Custer objected to having all farmers assessed to help pay the cost of maintenance. The bill provides that the state may become indebted in the sum of \$250,000 for the construction of the elvtr., and those who favored the plan pointed out that it was certain to create a primary market within the state for the immense grain yields of this state.

A bill will be introduced by Weil which is an act amending chapter 78 of the session laws of the 13th legislative assembly, entitled, "An act to establish a Montana state highway commission, defining its duties and powers and providing for a state highway commission fund, and appropriating money therefor," amending sections 1, 2, 3, 4, 5, 7, 11 and 12, and repealing sections 6, 8, 9 and 10.

NEBRASKA

Moorefield, Neb.—Farmers are organizing a company to build an elvtr.

Anselmo, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of Jacquot & Son.

Oakdale, Neb.—Keith Torpin will become associated with the Torpin Grain Co.

Aurora, Neb.—Harry Toof has been retained as mgr. of the Aurora Elvtr. Co.

Walthill, Neb.—A 6-h.p. engine has been installed in the elvtr. of J. J. Mullaney.

Beaver Crossing, Neb.—Glen Harbert is the new agt. of the Nye Schneider Fowler Co.

Howells, Neb.—The Howells Mfg. Co. will erect a 20,000-bu. elvtr. adjoining its mill.

Hordville, Neb.—Wm. Wright, of Ord, has taken charge of an elvtr. at this station.

Jansen, Neb.—The new elvtr. of the Jansen Equity Exchange is practically completed.

Campbell, Neb.—Gund & Everling have succeeded Gund & Peterson.—Fred H. Sears, mgr.

Franklin, Neb.—M. F. Gailey, of Atwood, Kan., has made a deal with J. G. Hawkins for his elvtr.

Rohrs sta. (South Auburn p. o.) Neb.—Iert Kuper is the new mgr. of the Farmers Elvtr. Co.

Hordville, Neb.—H. G. Carpenter has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Upland, Neb.—The Farmers Union is considering the purchase of the elvtr. of the Duff Grain Co.

Crowell, Neb.—Rudolph Misek is acting as relief agt. at the elvtr. of the Nye Schneider Fowler Co.

Adams, Neb.—The office at the elvtr. of the Farmers Elvtr. Co. is being repaired and redecorated.

Walthill, Neb.—Mr. Dalton has succeeded M. Z. Easton, who resigned as mgr. of the Farmers Grain Co.

Dale, Neb.—Gus Echtenkamp, of Arlington, is now in charge of the elvtr. of the Nye Schneider Fowler Co.

Cortland, Neb.—J. T. McPherson has been retained as mgr. of the Farmers Elvtr. Co. for another year.

Huntley, Neb.—Rhue D. Cole, mgr. of the Farmers Elvtr. Co., was married Feb. 8 to Miss Lillis M. Lanning.

Cordova, Neb.—Theodore Petersen has been retained as mgr. of the Farmers Grain Co. for another year.

Bertrand, Neb.—The elvtr. of C. B. Seldomridge is being repaired and the capacity is being increased.

Pleasant Dale, Neb.—Mr. Peterson, of Louisville, has taken charge of the elvtr. of the Nebraska-Iowa Grain Co.

Elyria, Neb.—The Farmers Elvtr. Co. has re-opened its elvtr., which was closed on account of the car shortage.

Rising City, Neb.—Henry Wickenkamp, of Benson, Minn., is now employed at the elvtr. of the Farmers Elvtr. Co.

Exeter, Neb.—The Central Granaries Co. is installing a 7-h.p. electric motor to replace the gasoline engine in its elvtr.

Boelus, Neb.—Wm. F. McDonald is pres. and Fred Teichmeier sec'y of the recently incorporated Farmers Grain & Supply Co.

Sutton, Neb.—P. J. Hohnstein has been transferred from Pleasant Dale to this place as agt. for the Nebraska-Iowa Grain Co.

Murphy, Neb.—H. G. Taylor, of Loup City, has selected a site at this station for an elvtr., which will be built in the spring.

Ravenna, Neb.—The Ravenna Mills will build a 100,000-bu. elvtr. and increase the capacity of their mill from 150 bbls. to 300 bbls.

Diller, Neb.—R. Colman has succeeded A. L. Tintzman as agt. of the Central Granaries Co.—F. E. Hale, mgr. Farmers Elvtr. Co.

Paul, Neb.—We commenced business Jan. 1, 1917, with Jay W. Lathrop as pres. and Charles Bader as mgr.—Farmers Union Ass'n.

Holmesville, Neb.—We will install a 7½-h.p. electric motor in place of the gasoline engine at our elvtr.—Geo. Hunkle, mgr. Farmers Elvtr. Co.

Hastings, Neb.—The new elvtr. and mill of the Hastings Mfg. Co. are practically completed. Stephen Swigle has been elected pres. of the company.

Lexington, Neb.—L. E. Warner, formerly mgr. of the Farmers Elvtr. Co. at Filley, has been offered the management of the Farmers Elvtr. Co. here.

Franklin, Neb.—O. C. Danbury, mgr. of the Danbury Grain Co. at Danbury, has bot the elvtr. of C. A. Butler, who will retire from the grain business Mar. 1.

Carroll, Neb.—J. J. Mullaney, of Sioux City, Ia., has purchased the large elvtr. of the defunct P. B. Mann-Anchor Co. It will be re-opened for business on Mar. 1.

Arapahoe, Neb.—The Equity Exchange has bot the elvtr. of the E. Stockham Grain Co. Our company has the elvtr. leased until July 1.—F. C. Carpenter, agt. Hynes Elvtr. Co.

Table Rock, Neb.—Andy Peterson, of Campbell, is now mgr. of the Farmers Elvtr. Co. here, succeeding R. O. Andrew, who has gone to Filley to be mgr. of the Farmers Elvtr. Co.

Leigh, Neb.—The report that another farmers elvtr. company is being organized here is incorrect. We intend to erect a new 25,000-bu. elvtr. in the spring.—F. V. Uridel, mgr. Farmers Co-operative Mercantile Co.

Utica, Neb.—The elvtrs. at this station are operated by E. L. Hurlbert and our company. The Utica Mfg. Co. is owned by Geo. Liggett, Otto Schricker and F. S. Schricker.—H. W. Busch, mgr. Farmers Grain Co.

Panama, Neb.—We are not sure whether we will build or buy the 2 elvtrs. here, each of which has a capacity of 10,000 bus. If we build we will erect a 20,000-bu. elvtr. and will handle grain on track until it is completed. Only a few box cars can be obtained.—J. W. Copley, pres. Farmers Elvtr. Co.

Hastings, Neb.—P. K. Hayden, who had been connected with the Nye Schneider Fowler Co., of Fremont, since it was organized, died suddenly Feb. 5 at Omaha. He was the company's first agt. at Cornlea and for about 20 years was its representative at Oak. He was 85 years of age and was in the employ of the company at this city up to the time of his death.

Barnston, Neb.—We will build in the spring a 16,000-bu. up-to-date elvtr., equipped with a double leg, cleaner, 15-h.p. engine, manlift, and double dump, holding 1,000 bus. of grain.—J. A. Harvey, mgr. Farmers Union Ass'n. The R. M. Van Ness Construction Co. is preparing plans and is doing the engineering. Contract for the erection of the building has not as yet been awarded.

Lincoln, Neb.—Opposition to the Landlord's Lien Act, H. R. 235, now in its second reading before the state legislature, was voiced by grain dealers, who declared without equivocation that it is pernicious to the interests of the retail trade. The proposed statute would give owners of rented farms the prior rights on all crops and other assets, assuring them of an advantage over dealers in settling with renter-tenants.

Pender, Neb.—The old elvtr. of the Crowell Lumber & Grain Co. is being dismantled and the material will be shipped to Blair to be used in making improvements on the company's elvtr. there.

OMAHA LETTER.

Gordon Roth has been elected director and sec'y of the Updike Grain Co., succeeding C. L. Babcock, who resigned to move to California.

Flames, which originated 100 ft. above the ground in the elvtr. of the Merriam & Millard Co., were extinguished Feb. 9 before much damage was done.

The E. Oswald Grain Co. has been organized by Mr. Oswald to succeed the Oswald-Woodson Grain Co., which has been dissolved. Mr. Woodson has retired from business. C. D. McInlay will be mgr. of the new company.

The Grain Exchange has installed a telegraph instrument connected with a private wire to the Chicago Board of Trade in the trading room to replace the "ticker." The Exchange now receives quotations from Chicago direct over its own wire and much more quickly and satisfactorily than heretofore.

NEW ENGLAND

Brockton, Mass.—Elmer C. Packard has filed application for permit to alter a grain elvtr.

Webster, Mass.—William W. Holmes is installing a feed mill in his grain warehouse.

New Bedford, Mass.—James C. Davoll, formerly engaged in the grain business here, died Feb. 7.

Olneyville, R. I.—The W. S. Fifield Co., grain firm, was robbed Feb. 10. Only a small amount of money was taken.

Providence, R. I.—The Andrews & Spellman Co., handling grain, hay and salt, has increased its capital stock from \$50,000 to \$60,000.

Boston, Mass.—Sidney B. Keene, grain salesman for the firm of C. E. & G. W. Eddy, was slain Feb. 6 by his wife, who later took her own life.

Camden, Me.—H. H. Stover & Co., of Rockland, have taken over the grain business of the Western Grain Co. and have removed to larger quarters.

Boston, Mass.—Minnesota Flour Mill & Grain Co., incorporated, capital stock, \$25,000; incorporators, Samuel Silk, pres. and treas., Harry C. Berlin and others.

Lebanon, N. H.—Forest B. Cole has bot the grain business and grist mill of Philip R. Hatton and will take possession Mar. 1. Mr. Hatton will remain with Mr. Cole for the present.

Richmond, Vt.—The Richmond Lumber Co. will complete about Apr. 1 its new 50,000-bu. elvtr. on the Central Vermont Ry. It will have a capacity of 50,000 bus. of bulk grain and 30 cars of sacked grain.—X.

East Bridgewater, Mass.—Arthur L. Leeland is pres. and R. W. Seymour, sec'y and treas. of our company. We do not anticipate building or buying an elvtr. in the near future.—Farmers Co-operative Exchange.

New London, Conn.—Senator James R. May has presented in the state senate a resolution to appropriate \$500,000 for an elvtr., it is presumed at the instance of the state commission having charge of the large pier. It is understood that a steamship company stands ready to lease one-half of the pier and change the steamship terminal from New York to New London if this elvtr. is constructed.

Fall River, Mass.—John Enwright & Son are building a grain elvtr. and feed mill, on the location where they have conducted a grain and hay business for 42 years. The elvtr. will have a capacity of approximately 18,000 bus. and the mill will be equipped with up-to-date machinery for making cracked corn, meal and feed products. Electricity will be used for power, and motors direct connected to each unit.

NEW MEXICO

San Jon, N. M.—I am building a 12,000-bu. elvtr. at this place.—Lester Stone, Clovis. The White Star Co. has the contract.

Clovis, N. M.—Cash Ramey and J. W. Wilkinson will build a 20,000-bu. elvtr. here and probably one at Texico.—Lester Stone.

French, N. M.—We have closed our elvtr. indefinitely as practically all the grain has been moved in this district.—American Mfg. & Mercantile Co.

NEW YORK

Waverly, N. Y.—Burt H. Winchester, Inc., will build a 50,000-bu. elvtr. this spring.

Poughkeepsie, N. Y.—W. T. Reynolds, for many years head of the W. T. Reynolds Co., handling grain and feed, died recently.

New York, N. Y.—A. C. Schilthaus, of Schilthaus & Co., and Carl Sommer-Larsen, of the Northern Overseas Trading Co., have applied for membership in the Produce Exchange.

Rochester, N. Y.—The recent fire in our elvtr. started from friction. It was promptly put out with chemical extinguisher. The damage, which was less than \$300, was fully covered by insurance.—Mystic Mfg. & Feed Co.

East Aurora, N. Y.—We will build a new elvtr. and mill, probably of concrete with a capacity of 1,500 tons of feed, to replace our flour and feed mill, which was totally destroyed by fire of unknown origin on Jan. 24. The stock was well covered but there was a loss of \$20,000 on the building. We may build a 50-bbl. flour mill in connection.—Griggs & Ball Co.

BUFFALO LETTER.

P. N. Connors is now chief grain inspector of the Corn Exchange.

A provision exempting dealers in cereals from the provisions of the law requiring bonds, will be inserted in the forthcoming agricultural bill, according to arrangements made by Senator Graves, of Buffalo. The bill was offered last year, but was vetoed by the Governor, owing to a technicality.

NORTH DAKOTA

Blanchard, N. D.—The elvtr. of the State Elvtr. Co. is closed.

Grand Forks, N. D.—The elvtr. of J. D. Bacon has been destroyed by fire.

Maza, N. D.—The elvtr. of the Great Western Grain Co. has been closed.

Werner, N. D.—The Equity Elvtr. Co. has installed an electric light plant.

Rolette, N. D.—Glynn Stoffel, of Wells-ville, Wis., will engage in the grain elvtr. business here.

Gwinther, N. D.—The elvtr. of the Thorpe Elvtr. Co. has been closed and will not be reopened until next season.

Watford sta. (no p. o.) N. D.—Chas. E. Peterson, of Winthrop, has moved to this city to engage in the grain business.

McVille, N. D.—The elvtr. of J. E. Crary was recently threatened with destruction by fire, which was quickly extinguished.

Killdeer, N. D.—The Equity Elvtr. Co. is operating the 50,000-bu. elvtr. for which it let contract to the Hickok Construction Co.

Appam sta. (no p. o.), N. D.—K. L. Eslerby is pres. and L. Broe, sec'y, treas., and mgr. of the newly organized Farmers Elvtr. Co.

Cuba, N. D.—The Cuba Elvtr. Co. has taken over the 40,000-bu. elvtr. of Paulson & Eye and will operate as an independent company.

Watford, N. D.—The stockholders in the Farmers Elvtr. Co. and the Co-operative Supply Co. are planning to consolidate the companies.

The GRAIN DEALERS JOURNAL.

Murray sta. (Mayville p. o.) N. D.—Carter E. Pendergast, formerly agt. of the Andrews Grain Co., is now mgr. of the Equity Elvtr. Ass'n at Kevin, Mont.

Alamo sta. (Zahl p. o.), N. D.—C. O. Highum will operate his new 22,000-bu. elvtr. at this station in connection with his elvtr. at Wildrose. C. E. Bird & Co. had the contract.

Fargo, N. D.—The 6th annual convention of the Farmers Grain Dealers Ass'n of North Dakota will be held in this city Feb. 27 to Mar. 1, with headquarters at the Gardner Hotel.

Belfield, N. D.—J. C. Korherr is grain buyer at the recently acquired elvtr. of the Farmers Union Elvtr. Co. N. J. Steffen is mgr. of the Farmers Elvtr. Co.—N. J. Steffen Grain Co.

New England, N. D.—My father, C. B. Hanson, who was formerly agt. of the Empire Elvtr. Co. here, died Jan. 8 from general blood poisoning and heart trouble.—Ralph Hanson, Astoria, S. D.

Chaseley, N. D.—The West Farms Elvtr. Co., which was incorporated some time ago, has bot the elvtr. of the F. M. Cook Elvtr. Co. We bot the elvtr. of the Farmers Co-operative Elvtr. Co.—F. O. Klinger, mgr. Chaseley Grain Co.

Grenora sta. (Howard p. o.), N. D.—Work is progressing on the 35,000-bu. elvtr. for which the Occident Elvtr. Co. let contract to C. E. Bird & Co. The 22,000-bu. elvtr. of P. A. Highum is completed. C. E. Bird & Co. had the contract.

Forbes, N. D.—The elvtr. of the Farmers Elvtr. Co., containing 5,000 bus. of wheat, 1,350 bus. of flaxseed, 900 bus. of rye and 350 bus. of barley, burned Feb. 11. The fire is tho to have started in the driveway near the scale. Loss on the building \$4,500, and on the grain \$11,000, mostly covered by insurance. A new elvtr. will be erected in the spring to replace the old house. The coal sheds, owned by the company, were saved.

Ayr, N. D.—The Farmers Elvtr. Co. was given a judgment Feb. 15 for \$1,330.01 against Alex Moug, Jr., in the case, which has been tried twice. In this case Moug brot in a counterclaim against the elvtr. company, alleging that he had given the company's agent \$1,500 with which to trade in the grain market and that he had received nothing from the money. Last December this suit was tried in the district court and a new trial granted in order to give the defendant an opportunity to show that the directors of the elvtr. company had received Moug's money. The elvtr. company had brot suit on an account which Moug acknowledged he owed but which he claimed was more than offset by his alleged claim against the plaintiff.

BISMARCK LETTER.

S. B. 243 has been introduced by Senator Cahill. It requires railroads to install in all stations located at or near the borders of the state thru which freight is shipped from and into North Dakota track scales which may be used in weighing grain, livestock, coal or other freight in carload lots, at the request of any shipper, and without cost to the shipper. The bill would require railroad companies to provide a competent weighmaster.

The joint senate and house com'ites on warehouses, grain and grading held a meeting Feb. 10 for a discussion of the possibility of establishing a North Dakota standard grade of wheat. Senator Brown's bill, providing for a North Dakota standard of wheat, was taken from the com'ite on agriculture and brot up for consideration by the com'ite on warehouses, grain and grading, which hopes to work out a terminal elvtr. plan, which will be acceptable to everyone. In the com'ite session held Feb. 9 particular emphasis was placed upon the important part, which a terminal elvtr. would play in preventing the mixing of North Dakota wheat with inferior products from other states, which is alleged to occur in the big terminals.

Senator McGraw has introduced a bill for a terminal elvtr. to be built by the state and sold to the Equity Grain Exchange, on contract. It is on the lines of the Canadian state assistance law, instead of state owned elvtrs.

Two important bills have been introduced in the house by R. A. Lathrop, one providing for the appointment of inspectors of grain elvtrs. in the state, and providing for bonding of grain elvtrs. if there is a sufficient demand. The 2nd is along the line of the bonding law of 2 years ago for officials, but is to be kept separate therefrom, and provides that it shall in no way repeal nor conflict with said law, nor shall the question of the validity of the law passed 2 years ago be raised by the passage of this act. It provides that when commissioners of railroads certify that an elvtr. has a bond by the state sufficient to pay all ticket holders in full, permission may be granted to the elvtr. to print on their tickets the words "bonded by the state of North Dakota." The law providing for inspectors provides that not less than 5 nor more than 8 may be appointed by the board of railroad commissioners, the men to be located in districts and to travel such district to ascertain as to bonds, insurance and reports and assist in accounting and in any and all ways possible to see that the laws are complied with and the grain marketing business placed upon a safe basis.

OHIO

Hicksville, O.—George F. Henning has been employed as mgr. of the Hicksville Grain Co.

Versailles, O.—The Home Grain Co. will install a Boss Cracked Corn Grader and Separator.

Delphos, O.—L. C. Allinger and Clarence Leilich have bot the elvtr. and coal business of Noite Bros.

Findlay, O.—The Hancock Co-operative Elvtr. & Supply Co. has decided to put its elvtr. in first class condition.

Bigprairie, O.—C. V. McKee, of Craigton, has leased the elvtr. of J. C. Legg and will take possession at an early date.

Ottawa, O.—C. K. Foster has resigned his position with the G. F. Ball Mfg. Co. to take one with the Ottawa Grain & Mfg. Co.

McClure, O.—The McClure Elvtr. Co. incorporated; capital stock, \$25,000; incorporators, W. H. Armbuster, F. W. Euler and others.

Waterville, O.—Farmers Elvtr. Co. incorporated; capital stock, \$20,000; incorporators, W. L. Haskins, H. F. Van Fleet and others.

Condit, O.—I have succeeded M. B. Meeker in the general grain and feed business and operate the only elvtr. at this station.—F. L. Bal.

Lancaster, O.—The Shaw-Turner Co. has converted the building, which it recently purchased, into an up-to-date elvtr., and it is now in operation.

Pulaski, O.—The Farmers Grain Elvtr. Co. incorporated to erect and operate an elvtr.; capital stock, \$10,000; incorporators, A. L. Youse, H. D. Boynton, and others.

Kansas, O.—We are installing new spouting, No. 4 combined Monitor Cleaner and a new corn sheller and will install a car loader soon.—Earl Mitchell, mgr. J. L. Rouze Co.

Galion, O.—The Galion Equity Union has purchased the elvtrs. of the Weaver Bros. Co., located at this place, Crestline and Vernon, and will operate them on a co-operative basis.

Coshcocton, O.—Water Breisendorf has been arrested, charged with setting fire to the elvtr. of the Hanley Mfg. Co., which burned a short time ago. He was an employee of the company at the time of the fire and is reported to have had a disagreement with T. J. Hanley, prop. of the company.

Brookville, O.—We have sold our plant and business to D. M. Detrick, of this city. We expect to stay here, continuing in the grain business to a certain extent.—Younce Bros. Grain Co.

Blanchester, O.—L. W. Dewey and wife expect to visit me here soon, to revel in the riot of color now on exhibition by the California wild flowers.—A. E. Clutter, formerly of Lima.

Prospect, O.—During a recent fire the roof was burned off our engine room and the drive belt and pulley were destroyed. Estimated loss, \$500, with no insurance.—H. O. Toms, mgr. Union Mills.

Cleveland, O.—The Gates Elvtr. Co. has agreed to pay \$500 back rent on the building occupied by it and has signed a lease for one year. The building was sold to the county 3 years ago by the elvtr. company.

Portsmouth, O.—We will build a warehouse and feed and meal mill in addition to our 60,000-bu. elvtr., now in operation. We intend to handle all kinds of mill feed and hay, and possibly a complete line of building materials.—T. G. Jewett & Sons.

Maple Grove, O.—The elvtr. of the Farmers Elvtr. Co. burned to the ground Feb. 12, together with 3 cars of grain. The fire was caused by an explosion of gasoline in starting the gas engine. The loss is covered by insurance.—Earl Mitchell, mgr. J. L. Rouze Co., Kansas, O.

New Bavaria, O.—We will erect 2 additional bins, about 14x18x36 ft., on the north side of our plant. This addition will more than double our present capacity. We only need one elvtr. leg complete, one chain drag and one spiral conveyor to draw and to put grain in these storage bins. We will also install a manlift.—A. J. Hornung, mgr. Farmers Elvtr., Grain & Supply Co.

Bowling Green, O.—W. S. Harding narrowly escaped death by suffocation Feb. 16. He was pulling a board from an oats bin at the elvtr. of the Royce & Coon Grain Co., when he lost his balance, fell into the bin, and was drawn into the chute. His feet caught in the opening and prevented the 500 bus. of oats from leaving the bin. He hung in this perilous position for 30 minutes before men were able to attach ropes to his feet and pull him out.

Columbus, O.—H. B. No. 145 is in the hands of the Com'ite on Agriculture, where it has been since Jan. 24 and is likely to be forever, as no same body of men could pass a bill imposing such unwarranted risks on grain buyers. The bill provides: Any person, firm or corporation transacting business in this state, that shall enter into any contract for the purchase of any crop that is not ready for immediate delivery, shall in all cases weigh, or cause to be weighed, the crop so purchased, at or before the time such crop is delivered to the purchaser, or to a common carrier at the direction of the purchaser for shipment, and every such person, firm or corporation shall ultimately make payment in full for all of the crop so purchased according to the weight so ascertained and at the price or amount specified in the contract, without regard to the quality or condition of such crop or portions thereof at the time of delivery.

CINCINNATI LETTER.

The directors of the Grain & Hay Exchange of the Chamber of Commerce for the ensuing year are: E. A. Fitzgerald, W. R. McQuillan, H. F. Richter, F. R. Terrell, S. H. Wess, C. S. Custer and Alfred Gowling.

The following com'ites of the Grain & Hay Exchange of the Chamber of Commerce have been appointed: Oats—John DeMolet, chairman; William H. Fedders, E. A. Fitzgerald. Corn—F. F. Collins, chairman; A. C. Gale, A. Bender. Wheat—W. G. Stueve, chairman; August Ferger, John Dorsel. Rye and barley—Max Blumenthal, chairman; George C. Schneider, Dan B. Granger. Grain Inspection—H. M. Brouse, chairman; F. R. Maguire, C. S. Custer, Alfred Gowling, A. M. Braun.

John F. Kelly, of Fitzgerald Bros., has been admitted to membership in the Grain & Hay Exchange of the Chamber of Commerce.

We sold our mill as a going concern to J. C. F. Craig, of Mt. Healthy, who will take possession Apr. 1.—Edward Wade, mgr. Willey Grain Co.

F. F. Collins and Frank McGuire were designated Feb. 16 by the Grain & Hay Exchange of the Chamber of Commerce to go to Columbus to oppose a measure licensing commission merchants and brokers and regulating their business thru a commissioner.

OKLAHOMA

Minco, Okla.—The Farmers Grain & Elvtr. Co. is being organized.

Cashion, Okla.—The S. W. Hogan Grain Co. is building an addition to its elvtr.

Edmund, Okla.—The Eagle Mig. Co. has placed its new elvtr. and mill in operation.

Laverne, Okla.—The Co-operative Exchange has been organized to buy or build an elvtr.

Dill, Okla.—C. A. Lowe will commence the erection of an elvtr. as soon as a side track is laid.

Salina, Okla.—A site has been secured for the Lindsey Elvtr. and work will probably be started soon.

Watonga, Okla.—I have succeeded J. W. Gerhardt as mgr. of the elvtr. of C. Y. Semple.—J. F. Coursey.

Watonga, Okla.—A blaze, which broke out in the elvtr. of R. G. Marshall recently, was quickly extinguished.

Norman, Okla.—The Norman Mig. & Grain Co. has sold its electric and ice plants to H. M. Bylesby & Co.

Eddy, Okla.—The Blackwell Mill & Elvtr. Co. has bot the elvtr. of the Farmers Elvtr. Co. and will make extensive improvements in it.

Watonga, Okla.—The Watonga Grain Co. incorporated; capital stock, \$10,000; incorporators, Clarence T. Scott, J. W. Gerhardt and J. R. Whisher.

Curtis, Okla.—A. Long is mgr. of the elvtr., which the Farmers Co-operative Trading Co., of Mooreland, took over from Bouquot & Ludwick.—X.

Blackwell, Okla.—H. T. Eames, traffic mgr. and head bookkeeper of the Blackwell Mill & Elvtr. Co., committed suicide by shooting himself Feb. 8.

Hobart, Okla.—C. G. Long, who has been ill with typhoid fever, has resigned as pres. and mgr. of the Hobart Mill & Elvtr. Co. He will continue as a stockholder.

Canton, Okla.—The Canton Elvtr. & Grain Co. incorporated; capital stock, \$5,000; incorporators, Ernest E. Thom, of Eagle City, P. B. Klopfenstine, of this city, and others.

Muskogee, Okla.—J. W. S. Bower, of the firm of Bower & Brown, operating 7 elvtrs. in the eastern part of the state, is planning the erection of an elvtr. here, to cost between \$20,000 and \$25,000.

Pondcreek, Okla.—Farmers Grain Co. incorporated; capital stock, \$20,000; incorporators, H. J. Leforce, W. Jenkins and R. T. Depue. The company bot the elvtr. of the Pondcreek Grain, Fuel & L. S. Co. at public sale on Feb. 5, and retained the same mgr. in charge.

Carmen, Okla.—We have built a flour house, granaries and coal bins in connection with the elvtr., which we purchased from O. W. Reeg, and intend to handle all kinds of grain, flour, feed and coal. The recently incorporated O. W. Reeg Grain Co. will not operate here but intends to enter the grain business in the southern part of the state. The Wheeler Grain Co. has bot the elvtr. of the Shepard Grain Co. and will open it in the spring.—J. T. Boles, mgr. Carmen Grain & Supply Co.

OKLAHOMA CITY LETTER.

The Acme Mig. Co. has placed its new elvtr. in operation and the company now has a total storage capacity of 200,000 bus.

The Oklahoma City Mill & Elvtr. Co. has completed 9 concrete grain tanks, with a capacity of 200,000 bus., as an annex to its 200,000-bu. elvtr.

An unnecessary tax on grain elvtrs. is proposed by Senator Carpenter in a bill, No. 390, introduced in the senate declaring all grain elvtrs. to be public utilities and subject to regulation by the Corporation Commission and requiring each elvtr. to pay \$1 for a license. The bill empowers the Commission to prevent unjust discrimination by elvtrs., and exercise the same control as over railroad and telegraph companies.

House Bill No. 72 merits the cordial support of every grain shipper. It provides that contracts of sale made in accordance with the rules of grain exchanges and boards of trade shall be valid, that "bucket-shop" transactions shall be null and void, that grain, cotton and stock exchanges with not less than 40 members may be organized in any city or town, and that no individual may use a private wire unless he is a member of an exchange.

H. B. 10, to prevent sales of the same commodity by dealers at different prices, has been referred back to the Agricultural Com'ite of the Senate. Practically the same law is now on the statute books, with the difference that the old law allows a difference in price to meet competition. The new law would prevent millers from meeting outside competition and would prevent grain dealers, who operate at more than one town, from giving the farmers at one town the advantage of a better price made possible by larger volume of business and lower cost of handling at that station. Grain dealers and millers are working to amend or defeat this pernicious bill.

OREGON

Heppner, Ore.—The erection of a 100,000-bu. elvtr. here is being planned.

Sherar sta. (Maupin p. o.) Ore.—Farmers are making plans to build a grain warehouse in the spring.

Weston, Ore.—We contemplate the erection this season, of 2 grain elvtrs., of approximately 50,000 bus. capacity, one at this station, and one at Downing, and have asked for bids on these houses.—Sim J. Culley, pres. Weston Warehouse Co.

Salem, Ore.—Representative A. C. Callan and Senator Walter M. Pierce have introduced a bill in the house and senate, asking for the creation of a state grain dept. under the public service commission. It is virtually a copy of the law which has been operative in Washington for some 6 years. The bill was offered in duplicate to expedite matters and is generally known as S. B. 224.

PENNSYLVANIA

Oil City, Pa.—Logan & Bryan, of Chicago, Ill., are opening a branch office under the management of John L. Bracken.

PITTSBURGH LETTER.

Christian Beckert, 72 years of age, a pioneer grain and feed dealer, died Feb. 12. He retired from active business in 1913.

Joseph Campbell, who had been a prominent member of the Grain & Hay Exchange, died Feb. 8. His health had been failing for a long time.

PHILADELPHIA LETTER.

George M. Warner has been appointed chairman of the grain com'ite of the Commercial Exchange.

Robert D. Work, retired grain commission merchant and former pres. of the Commercial Exchange, died Feb. 15, aged 86 years.

Charles H. Squier, member of the Commercial Exchange for several years and head of the grain and hay firm of C. H. Squier & Son, died this month.

W. W. Shaw, of Jenkintown, Shortridge Bros., of West Grove, and S. Garland Horan, of this city, have applied for membership in the Commercial Exchange.

SOUTH DAKOTA

Burbank, S. D.—The King Elvtr. Co. is erecting an elvtr. at this station.

Bath, S. D.—The elvtr. of the Empire Elvtr. Co. has been closed for the season.

Black Hawk, S. D.—Fred Fetch, a merchant of this town, expects to erect an elvtr. to handle next summer's crop.

Woonsocket, S. D.—Walter Brewster, mgr. of the Farmers Elvtr. Co., was beheaded recently by the death of his father.

Sioux Falls, S. D.—A. L. Charrlin will be in charge of the branch office which C. H. Thayer & Co., of Chicago, Ill., will open in this city.

Emery, S. D.—We bot the 40,000-bu. elvtr. and coal house of the Farmers Mutual Elvtr. Co., on the C. M. & St. P., for \$9,000.—J. Driscoll & Son.

Parker, S. D.—The firm of Judge & Hinrichs has been organized to conduct an elvtr. business. The elvtr. built last spring by Mr. Judge will be used as the headquarters and the elvtr. of J. T. Scroggs will be used for storage. C. P. Darby, agt. of the latter elvtr., has been retained by the new firm.

Hartford, S. D.—The Hartford Grain Co. and our company will probably be the only firms buying and selling grain here. Carl Doerr started in business on his own account, in the annex to the plant of the Hartford Mig. Co. Jan. 20 but closed after a few days. We are selling coal on an average of 50 loads per day and on Feb. 6 we sold 76 loads.—I. S. Henjum, mgr. Co-operative Farmers Elvtr. Co.

SOUTHEAST

Roanoke, Va.—The Roanoke City Mills will erect a 42x90 ft. fireproof elvtr. and a 350x42 ft. mill. J. W. King is pres. of the company, which is incorporated, with a capital stock of \$250,000.

TENNESSEE

Nashville, Tenn.—R. H. McClelland, general mgr. of J. H. Wilkes & Co., is recovering from a surgical operation.

Greenwood, Tenn.—J. E. Holt and D. D. Metcalf have taken over the elvtr. and mill of the defunct Greenwood Mig. Co. They will operate under the name of the Holt Mig. Co.

Memphis, Tenn.—E. C. Buchanan, of E. C. Buchanan & Co., has been elected to honorary membership in the Merchants Exchange. Mr. Buchanan, who is a pioneer grain dealer of this city, is a charter member of the organization.

TEXAS

Van Alstyne, Tex.—The Taylor Grain Co. has succeeded the Spencer-Taylor Grain Co.

Austin, Tex.—The telephone bill, S. B. 232, by Dean, has been reported favorably by the com'ite on civil jurisprudence.

Gatesville, Tex.—Grant, Lovejoy & Brasher have let contract for a 60,000-bu. elvtr., which will be completed to handle the new crop.

Brownwood, Tex.—Fire recently destroyed several thousand bus. of wheat and a large quantity of flour at the mill and grain warehouse here. Loss \$30,000.

Wichita Falls, Tex.—W. M. Priddy, who resigned as general mgr. of the Wichita Mill & Elvtr. Co., effective Mar. 1, will engage in the grain business on his own account. He intends to operate an elvtr. and conduct a general domestic and export grain business.

Dallas, Tex.—Work is progressing on the 4 concrete tanks of the Morten Mfg. Co., which will give the company 150,000 bus. additional storage capacity. The total capacity will be 500,000 bus.

Beaumont, Tex.—Samuel P. Kelley, mgr. of the Standard Warehouse Co., and a prominent grain dealer, died Feb. 10 from a self-inflicted pistol wound. He was formerly a grain broker at Galveston for several years.

Wichita Falls, Tex.—The Wichita Mill & Elvtr. Co. has completed an annex to its Export Elvtr., which increases the capacity from 433,000 bus. to 650,000 bus., consisting of 16 concrete grain tanks, 90 ft. high.

Stamford, Tex.—J. Van Steenwyk, organizer and mgr. of the Stamford Mill & Elvtr. Co., retired Feb. 1 to take over the business of the Hamlin Elvtr. Co. and the controlling interest in the Eldorado Mercantile Co.

Ft. Worth, Tex.—H. A. Merrill, of Kansas City, Mo., has succeeded Ernest Reiner as mgr. of the elvtr. and grain office of the J. Rosenbaum Grain Co. Mr. Reiner has been transferred by the company to Kansas City.

Sherman, Tex.—The Gladney Mfg. Co. has let contract for a 150,000-bu. reinforced concrete elvtr. to B. J. Carrico. Work will be started at once on the structure, which will bring the total storage capacity of the company to 300,000 bus.

Seymour, Tex.—I own and operate a 28,000-bu. wooden elvtr., on the Wichita Valley R. R., under the name of the Fuller Grain Co. The elvtr. of the Seymour Mill, Elvtr. & Light Co., burned Dec. 27 so my elvtr. is the only one at this station at the present time.—M. R. Fuller.

Littlefield, Tex.—The H. G. Tolbert Grain Co. incorporated; capital stock, \$6,000; incorporators, H. G. Tolbert, of this city, U. S. Strader, Miami, and W. E. Gynn, of Woodward, Okla. Work is progressing on the 7,000-bu. elvtr. for which the company recently let contract to the White Star Co.

Amarillo, Tex.—The Panhandle Grain & Elvtr. Co. has let contract for the erection of, between 8 and 20 elvtrs. to the White Star Co., to be located at various stations in the Panhandle. The company is planning the erection of a 1,000-bbl. mill, with a 300,000-bu. elvtr., at a cost of about \$50,000.

Galveston, Tex.—The mystery in the burning of the Southern Pacific and Wisconsin Elvtrs., also 200 cars of hay for the allies, was cleared up Feb. 14, it is thought, by the confession of a German named Fultz. He claims to be a member of the crew of a vessel interned at Norfolk, Va. He confesses to burning \$5,000,000 worth of property.

Ft. Worth, Tex.—The visitors who attended the hearing Feb. 7 on tentative grades proposed by the Dept. of Agriculture under the Federal Grain Standardization Act were the guests of H. B. Dorsay, secy. of the Texas Grain Dealers Ass'n, at a luncheon, after which samples of the various types of grain were shown in the Exchange Bldg.

WASHINGTON

Ipowa sta. (Silcott p. o.) Wash.—James Stanfill will build a 30x100 ft. addition to his grain warehouse.

Pomeroy, Wash.—The Farmers Union is planning to build an elvtr. on the site, which it purchased 2 years ago.

Amber, Wash.—I am in charge of the grain warehouse of the Farmers Grain & Supply Co. at this station.—J. Nedwed.

East Stanwood, Wash.—We are installing a 20-in. motor driven attrition mill and will install rolls and an oat clipper later in the season.—G. R. Hurd, of Stanwood Grain Co.

Seattle, Wash.—A bill has been proposed granting the right of eminent domain for the purpose of acquiring or operating warehouses or elvtrs. for storing and handling grain, produce and other agricultural commodities.

Lantz, Wash.—We have not installed new machinery in our plant as was recently reported. A farmer has bot a small loader and has erected a tank, of about 1,700 bus. capacity. He intends to ship his grain in bulk.—Lantz Warehouse Co.

Seattle, Wash.—The state senate, by a vote of 19 to 18, has killed a bill introduced in the legislature, providing that no person shall have a different selling price for any commodity in Washington than such person has in any of the world's markets.

Walla Walla, Wash.—Dement Bros. were recently given judgment against Carl Coon for \$181 by a superior court jury. The case involved the question of delivering grain sold on unwritten contract. The court ruled that payment down is not necessary to make the contract binding. Where both parties signed a contract it declared, the mutual agreement constitutes consideration. Coon contracted to sell at \$1.03 a bu., and when wheat went up sold to another dealer for \$1.60.

WISCONSIN

Oconto, Wis.—We did not build an elvtr. as we had planned.—Jas. A. Euquhart.

Darlington, Wis.—Patrick O'Connor is operating his new elvtr. and feed mill.

Black Hawk, Wis.—No elvtrs. are located at this place. Adams & Jager handle flour and feed.—X.

Adel, Wis.—I am not operating the Finnegan Elvtr. at the present time.—E. J. Early, Green Bay.

Grantsburg, Wis.—Caleb E. Greene, mgr. of the 15,000-bu. elvtr. of the Hickerson Roller Mill Co., died Feb. 1.

Soldiers Grove, Wis.—The elvtr. of the Ole Thompson Estate is not now in operation and no one is buying grain to ship from here.—X.

De Pere, Wis.—A. G. Wells has turned over the management of the grain and produce business of the A. G. Wells Co. to other members of the firm.

Brussels, Wis.—Since the elvtr. and mill, owned by the Chandoir Co., burned Dec. 19, with a loss of nearly \$30,000, this station has no elvtr. Rebuilding plans have not been decided upon.—X.

Kilbourn, Wis.—I. W. York & Co. and H. D. Corning operate the elvtrs. at this station. The mill, owned by Shane Bros. & Wilson, which was destroyed by fire in November, has not been rebuilt. Report states the company does not intend to rebuild.—X.

Superior, Wis.—Contract has been let by the Great Northern Elvtr. Co. for the erection of a 2,250,000-bu. reinforced concrete annex to Elvtr. "S." to the Barnett & Record Co. The new elvtr. will be completed Sept. 1 and will make the total capacity 9,000,000 bus. The building will be a duplicate of the company's present annex and will be operated from the same working house.

MILWAUKEE LETTER.

William C. Strecker, who for the past 25 years was engaged in the grain business at Peoria and this city, died Feb. 4 of pneumonia.

Smith, Parry & Co. contemplate the erection of 12 additional concrete grain tanks, of 30,000 bus. capacity each, and also a 150-ft. warehouse.

The Milwaukee Terminal Co. incorporated to own and operate warehouses, elvtrs., docks and terminal buildings and tracks, capital stock, \$250,000.

J. J. Phelan, of the Taylor & Bourne Co., and Julian Scott, of the Flanley Grain Co., have been admitted to membership in the Chamber of Commerce.

J. H. Edwards has succeeded H. J. Beasley as federal grain supervisor of this district. Mr. Beasley was released to perform other important duties in the office.

Simons, Day & Co. have secured permission from the directors of the Chamber of Commerce to install a private teletype wire and booth on the trading floor.

Harold C. Forker, for 9 years with the Morton Salt Co. and the Petit Salt Co., of Milwaukee, traveling Illinois, has accepted a position in our office at this city.—Updike Grain Co.

The means of opposing the contemplated change in the method of taxing grain were discussed at a meeting of representatives of grain and milling companies held Feb. 20. The present method of taxing grain is to assess the grain man or miller a certain amount for each bu. of grain handled by him. This system is known as the occupational tax. A bill pending in the legislature provides for the return to the former method of taxing the grain dealer or miller, according to the amount of grain held by him May 1. The bill is inconsistent with the action of the mayor's revenue commission Feb. 19, when it approved a bill providing for occupational tax of coal dealers. At the meeting of the commission it was said that coal dealers are escaping taxation for the reason that May 1, when the assessment is made, they have little coal on hand and for that reason they ought to be taxed according to the amount of coal they handle during the year. The meeting was attended by representatives of outside concerns as well as by several Milwaukeeans. The outsiders present were Benjamin Stockman of the Duluth-Superior Mfg. Co., A. N. Bradley of Globe Elvtr. Co. of Superior, E. J. Grimes of the Cargill Grain Co. of Minneapolis.

MADISON LETTER.

A bill has been introduced in the legislature by Senator H. C. Schultz of this city to repeal the Wisconsin occupational grain tax law passed in 1916 and held constitutional by the state supreme court a short time ago. Under this law warehouses pay considerably less tax than when stocks of grain in elvtrs. were assessed as personal property in the bulk on hand on May 1.

Track scale testing is provided for in a bill introduced by Assemblyman Carl M. Hansen and referred to the comitee on transportation, as No. 58, A, creating additional duties for the state superintendent of weights and measures and empowering him to purchase two railroad track scale test cars and additional equipment and a master track scale out of an appropriation of \$15,000. The bill provides that all track scales shall be inspected and tested at least once each year, and those not complying with the regulations of the state superintendent shall be condemned for repairs.

WYOMING

Gillette, Wyo.—The erection of an elvtr. here is being discussed.

Thermopolis, Wyo.—The Stone Front Grain Co. incorporated; capital stock, \$50,000; incorporators, J. Sneider, H. E. Wallace and E. Sneider.

WINNIPEG, MAN.—Professor A. H. Bullen of Fargo, N. D., waited upon the government recently asking that it cooperate with the American government and legislate for a special war upon the barberry bushes, which are so relatively scarce in Manitoba as to render easy their extermination.

THE CORN PRODUCTS Refining Co. is doing a record business. Its profits for 1916 after all charges, including interest and depreciation, amounted to \$6,000,000. In January its grind amounted to 3,750,000 bus. or at the rate of approximately 130,000 bus. a day, compared with normal average in past years of between 75,000 and 80,000 bus. daily. Prosperity of the glucose industry is reflected in the fact that the entire grind of the country is now at the rate of 70,000,000 bus. a year, compared with about 50,000,000 in 1916. Exports of the Corn Products Co. have been reduced about 25 per cent, but this shrinkage has been more than taken up by home consumption.

Michigan Hay and Grain Dealers at Lansing.

The mid winter meeting of the Michigan Hay and Grain Ass'n was held at Lansing, Feb. 21, with about sixty in attendance, the large majority of whom were hay dealers.

The morning was spent in a sightseeing tour of the Reo automobile factory, a number of the men remaining to eat at the factory cafeteria—and vowed "Never Again."

After a social and business chat, the convention was called to order about 2:30 p. m. by Pres. Hubbard.

Rev. W. J. Stallings pronounced the invocation. Mayor G. J. Reutter, Lansing, welcomed the delegates, saying in part: The closer the bonds of your friendship, the better will be your organization. The highest standard of proficiency will be reached when each man invests in his own business the best of his own personality. I want to call to your attention that the younger men profit greatly by the things they learn from contact with the older men at these conventions.

A. J. Carpenter, Battle Creek, thanked the mayor and the officials of the Reo factory for their hospitality. Lansing is closely connected with the grain business because the agricultural college is located here, the laws are made here, and the automobiles and motor trucks are made here.

Geo. Diamond, St. John, spoke on Eliminating Grass from Mich. Hay. He offered a resolution that the ass'n carry on a campaign among farmers to get them to plow the ground and not cut more than three crops of timothy before re-seeding. Adopted.

We now have too much hay and we shud advise farmers to plow up at least 25 per cent of their meadow land and put it in other crops. The fine grass is reducing the value of hay, and the farmers shud be shown that it is not salable.

Mr. Sweeney, sec'y to the State Railway Commissioner, speaking on Business Ethics, said: Is there any trouble in the Railroad Commission? When there is no trouble there will be no commission. We are fighting every day with men who are not strictly honest. When we get to the position where we tell only the truth, there will be no commission. The measure of personal responsibility shud permeate every business transaction. When the railroads get to the point where they cannot control themselves, the state controls them.

Don't deceive. We are trying to impress this upon the railroads. When deception is no more the millennium has arrived, but the bulk of us are having such a good time doing what we are doing that we don't want it to come yet.

The railroad commission is for this: When you cannot, by laying all the cards on the table, do anything with the carriers, then come to the commission. Approach the railroads in the right spirit and you will be met in a courteous manner. To get anything from them requires perseverance, and an ability to listen. If you are not content with what they are doing, then go talk to them. You will find that all men working for the railroads are ordinary men. If they were not, they would be baling hay before they wud work for a railroad.

Your responsibility ceases only when the grain is delivered at destination and found to be what you say it is. The railroads sometimes forget this. Bear in

mind that both you and the railroads have a right to live, and that the item of personal responsibility shud so permeate every business transaction that your word will be taken.

Richard Quinnan, Saginaw, asked discussion on the requested raise of from \$3 to \$5 brokerage on a car of hay.

After discussion it was moved and carried that the dealers favor the payment of \$3 per car brokerage.

W. J. Orr, Saginaw, speaking on co-operation, said: I wish we could get the germ of co-operation into the hay dealers. You look good, but I must say you are the poorest bunch of business men I ever had to do business with in Michigan. Grade the hay as it is; not as the few choicest bits shown. Adopt business methods in your business.

Pres. Hubbard: Mr. Orr's few remarks give food for much thought. They hurt, but we know they are true.

Representative S. J. Lewis, Saginaw county, told of his work in trying to get a reciprocal demurrage law in Michigan. There is such a law, but it is really a regulatory measure. It states that the railroad, when within its power so to do, shall furnish cars upon the request of the shipper and the railroad commissioner shall fix the demurrage to be paid by shipper or consignee, and shall also have power to assess the demurrage against the carriers for failure to furnish cars or move them more than a certain no. of miles per day. The commission has never exercised this latter power. If the Commission shud take such a care, the shipper wud have to take the railroad books and show that the railroad was able to furnish the car. What the state needs is a reciprocal demurrage law that wud be enforceable in intrastate commerce.

In 1906 or '07 Minnesota passed a reciprocal demurrage law which provided in part that the shipper shud give the railroad notice in writing 48 hrs. before the car was wanted, and a demurrage of \$1 per day was provided if the carrier failed to provide the car. This law stood the test of all the state courts for 5 years until it was taken to the U. S. Supreme Court by the C. R. I. & P., and was there declared invalid. In the decision handed down it stated that the state had legislated on the hypothesis that Congress had never legislated on the subject. By the Hepburn Act, Congress had acted, defining the term transportation to include cars, and instrumentalities, facilities of shipment, etc., and that it shud be the duty of the carriers to furnish cars upon reasonable request. The power of a state to legislate on the subject ceased to exist when Congress passed this law governing interstate commerce.

Eighty-five percent of the railroad traffic in Michigan is interstate. All that the legislature can do is to pass rules for the other 15%. I have about dropped the subject, and believe that you must go to Congress if you want relief.

Geo. F. Diamond, St. John's: Why are rentals for elevator sites on railroad right of way being raised? Can anyone give any light on the subject?

Formerly the railroads went so far as to erect the elevator. Now they are penalizing the business. I am now paying for rental of a space for a warehouse at the rate of \$2,000 per year an acre. My opinion is that the state commission has mistaken its mission. Every state commission has taken the stand that the railroad instead of the shippers is being imposed upon.

J. Vining Taylor, Winchester, Ind.,

Sec'y of the National Hay Ass'n, speaking on Reciprocal Demurrage, said: What a fine thing it wud be if we could have a reciprocal demurrage law not only in intrastate but also in interstate shipments. I can show the Interstate Commerce Commission if necessary where one shipment from Mich. to N. Y. was enroute for over 12 months. I believe that the railroad shud be penalized for not furnishing service. The railroads need more constructive thought and less pessimism.

In regard to the outlook for hay, I have never seen conditions more unsatisfactory than at present. It is not in the terminal markets, but all around them. Each state has its own hay, and it is being fed at home. Don't expect high prices under the existing conditions.

W. A. Cutler, Adrian: I move that this ass'n go on record as favoring a reciprocal demurrage law as proposed by the National Hay Ass'n, and do all in its power to help secure it.

N. C. Webster, of the Richardson Scale Co., spoke in regard to the Pomerene B/L law: When this law was passed the railroads thru the Western Weighing and Inspection Buro notified the shippers that they wud not accept weights of automatic scales. I went to see Col. Dodge, chief of the W. W. & I. B. at Chicago, and he said we had the Pomerene Bill to thank. He gave the impression that the W. W. & I. B. will try to evade all responsibility for the weight of the goods carried by members.

This question has been raised, "What is a good scale or what is not a good scale?" There is no authority at present to say what is good.

I move that this ass'n adopt the resolution which is being adopted by the other states, namely,

Resolved, That in view of the situation brot about by the passing of the Pomerene Bill as it relates to the weighing of grain, we urge such legislation by Congress as will confer upon the Bureau of Standards of the Federal Gov't the authority to promulgate specifications, rules and regulations necessary to define what shall constitute adequate weighing facilities within the meaning of the law.

Mark W. Pickell read from the Grain Dealers Journal for Feb. 10 the statement by A. C. Johnson, traffic mgr. of the C. & N. W. R. R. (on page 223).

In issuing instructions to their agents they included this:

Clean B/L for bulk freight loaded by shipper will be issued only under the following conditions:

(a) When the shipper of bulk freight has installed adequate weighing facilities consisting of track scales which are properly maintained, tested and operated.

The resolution offered by Mr. Webster was adopted.

THE BANQUET.

An excellent banquet was served at 6:30 P. M. with music by a singing orchestra. The food was served by a local church, and much resembled the kind Mother used to make.

Prof. Thos. Gunson of the M. A. C. then traced the story of plant life, telling the theory of scientists as to the development of plants, in a most entertaining way. His talk was so unusual and so different that the delegates appreciated it to the utmost.

Other speakers, who gave short talks were E. L. Wellman, Saginaw, W. J. Orr and Rev. Dr. Brice of Lansing.

The convention then adjourned by singing "America."

Willis E. Shelden, Jackson, passed out neat and useful bill books.

[Continued to page 342.]

Patents Granted

1,216,257. **Bag Filling Mechanism.** (See cut.) Emil F. Anderson, Chicago, Ill., assignor to International Harvester Co. A reservoir is opened and closed by a mechanism having a pivoted lever, the bag holder below being locked in inoperative position by the lifting lever.

1,215,520. **Car-Door Seal** (See cut.) William V. Goodnow, Washington, D. C. A seal comprising a T-shaped shackle and a lock-plate, the lock-plate having a pair of substantially parallel slits, the shank portion of the shackle being free from projections, and of a width to be passed thru the slits of the locking plate.

1,216,941. **Bag Holder.** (See cut.) Wm W. Camp, Stratford, Ont., Canada. The bag mouth stretcher comprises a bar having forwardly and outwardly inclined ends, around the upper edge of which the rear portion of the bag mouth is folded, a spring finger carried by one of the inclined arms and having a downward turned outer end designed to be sprung rearwardly into position within the bag mouth.

1,216,803. **Seed Cleaning Machine.** (See cut.) Shirl Herr, Crawfordsville, Ind., assignor to Crawfordsville Seed Co. The machine comprises a tube into which the seeds and water are fed, a brush and inside projections in the tube mixing the mass with a third material which adheres to the mucilaginous seeds. The mixture then is tumbled together in a tube in hot air, and passes to a vibrator which arranges the masses in strata and separates the strata.

1,216,634. **Car-Mover.** (See cut.) Walter A. Dorsey, Columbus, O., assignor to The Bonney-Floyd Co., Columbus, Ohio. The forward projecting end of the main lever adapted to provide rolling contact with the wheel and extending from the end of the lever to a transverse line near the pivot, and a supplemental lever connected by a pivot near the upper end of the rolling surface to the main lever and formed with the forwardly projecting solid wheel-contacting vertically movable nose part, and having a rail-engaging fulcrum pin, and rail-engaging guide lugs rocking around the fulcrum pin.

1,216,296. **Flexible Spout Holder.** (See cut.) Carl E. Dunham, Baker, N. D. The holder comprises an arm provided with attaching means, a U-shaped member ro-

tatably engaged with the arm, a pivot member rotatably supported by the U-shaped member, the pivot member having its intermediate portion looped and provided with an extension, provided with means coating with the clamping means of the U-shaped member for causing the clamping means to operatively engage the supporting arm, clamping disks having their opposed faces provided with radial grooves extending entirely thereacross and adapted to register.

1,215,715. **Door Structure For Cars.** (See cut.) James W. Rumsey, West Berkeley, Cal., assignor of one-half to Frank T. Hays, Chicago, Ill. The combination of a car wall, a post structure, an abutment plate affixed to the post structure extending beyond the face of the car wall and provided with a flange along its front edge, a sliding door having an angle iron affixed to its rear edge, one flange or plate of this angle iron extending along the inner face of the door, a series of separated cam plates projecting beyond the inner edge of the flange of the angle iron, and a packing strip clamped between the flange and the inner face of the door and projecting beyond the inner edge of the flange and adapted to contact with the edge of the flange on the car wall when the door is closed.

1,216,013. **Grain-Car Door.** (See cut.) Neri Terry, Hardisty, Alberta, Canada, assignor of one-half to John G. Schuler, Hardisty, Alberta, Canada. The combination of a freight car having a door opening, members on the car at each side of the door opening forming guideways extending upwardly beneath the roof of the car, a door movable in the guideways, composed of upper and lower sections, the lower section being hinged to the upper section to swing outwardly, the members forming the guideways constituting stops at the lower ends of the guide-ways, and the guide-ways at the stops being in the form of restricted throats, positioned adjacent to the position of the hinge connection between the door sections when the door is in the lowered position, members on the door adapted to engage and be arrested by the stops, displaceable door retainers on the door at each side of the doorway below the guide-ways, and means to displace the retainers to permit the lower door section to swing on its hinges.

1,217,077. **Car Seal.** (See cut.) Philip Schmitz, San Francisco, Cal. The body portion is formed from a single piece of material bent to provide a main casing, an auxiliary casing and a closure in the main casing, an identification strip having one end secured in the main casing and inclosed therein by the closure, a

locking device mounted in the auxiliary casing, and means automatically locked in position by the insertion thereof into the locking device for retaining the closure in closing position.

1,217,050. **Grain Weighing Machine.** (See cut.) Samuel B. Orr, Circleville, O. The machine comprises a revoluble spring controlled weighing mechanism including a drum carried by hinged supports and provided with pockets for the reception of the material to be weighed and capable of being shifted by gravity when the material supplied to a pocket exceeds a pre-determined amount, means for arresting the revolving movement of the drum causing thereby the positioning of a pocket for the reception of material to be weighed, a supporting frame to which the supports are hinged, and means for arresting the revolving movement of the drum being carried by the drum and frame.

1,215,716. **Box-Car-Door Structure.** (See cut.) James W. Rumsey, West Berkeley, Cal., assignor of one-half to Frank T. Hays, Chicago, Ill. The combination with a post having anchored to it an abutment plate whose front edge is provided with a laterally extending flange to form a vertical groove for the front edge of the door, and a sliding door provided along its front edge, with an angle iron whose plates or flanges lie against the front edge of the door as well as against the front face of the door, the plate lying on the front face of the door being rabbeted into the face of the door and being provided along its free edge with an outwardly extending flange, the outwardly extending flange as well as the outer face of the flange of the abutment plate lying approximately flush with the face of the door.

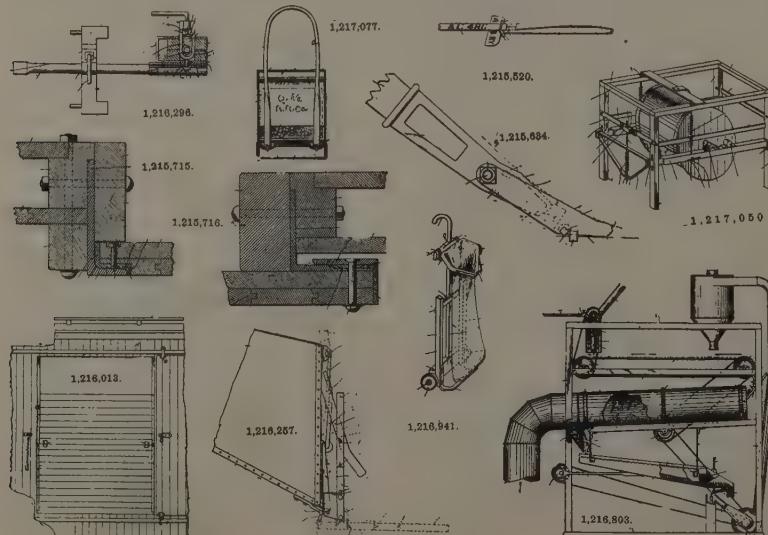
THE FORECAST for France's wheat crop is now 88,333,333 bus. from the autumn sowings and 16,666,666 to 18,333,333 bus. from the spring sowing. The country's annual consumption is from 133,333,333 to 141,666,666 bus.

Value of a Good Outlet for Milling Wheat.

Eastern millers who have been buying the choice spring and winter wheat consigned to C. H. Thayer & Co. are so well pleased that the firm has succeeded in working up a large trade and netting their shippers in the northwest and southwest fully 2 to 3 cents per bushel more than they usually get from local millers or grain men. In a similar effort to work up a good trade in coarse grains, corn, oats, rye, milo and kafir, the firm is meeting with success, placing corn and oats to much better advantage, corn by fully 1c to 1½c and oats from ½ to 1c better, rye, 1 to 3c, and kafir 2 to 5c per 100 lbs. better than best local bids.

Owing to congestion of eastern railroads out of Chicago they have been selling grain to go to large terminal markets on basis of Chicago inspection terminal official weights, but where going to small points making sales basis Chicago inspection, shipper's weights. Owing to congestion referred to, it is impossible to have the grain switched to elevators and industries in and around Chicago account the blocked condition of their tracks, so that they have been able to make these shipments by direct delivery from western to eastern lines and get returns back to western shipping friends much quicker than by selling local as a rule.

Their western shippers receive the same price for the grain that the firm gets from eastern buyers, less commission. On sales made to go east interest charges stop following business day, as buyer is billed 80% of shipper's invoice weight. This is of great importance financially to the shipper.



Supply Trade

CHICAGO, ILL.—Wm. E. Selleck, pioneer scale man and formerly member of the firm Borden, Selleck & Co., died Feb. 28.

CHICAGO, ILL.—Jesse E. Young, for over 25 years connected with W. H. Salisbury & Co., died Feb. 17 at his home in this city.

CHICAGO, ILL.—A. H. Kay, formerly with the Burrell Engineering & Construction Co., is now in charge of the Chicago office of the Invincible Grain Cleaner Co.

MINNEAPOLIS, MINN.—C. S. Cousins, formerly in the grain business at Sykes-ton, N. D., is now representing the Richardson Grain Separator Co. in the Northwest.

ST. LOUIS, Mo.—W. L. Finton, who has been here for the past year contracting to build grain elevators under the name Finton Construction Co., has moved to Kansas City.

FLINT, MICH.—A catalog that will be of much interest to the grain trade is being sent out by De Roo & Son, describing their line of moisture testers. A copy will be sent to Journal readers upon request.

CHICAGO, ILL.—J. C. Stratton, until recently head of the J. C. Stratton Co., has become connected with the Burrell Engineering & Construction Co. His work will be in the estimating and selling department.

THE HABIT of being friendly is worth cultivating. Advertising is the business of making friends for your business, therefore your ad should have an honest ring, a friendly appeal, the human touch.—S. L. Frazier.

MINNEAPOLIS, MINN.—The Klingler Mfg. Co. has published a very interesting and attractive booklet giving complete, detailed information regarding its automatic scale. Copies will be sent to Journal readers upon request.

ADVERTISEMENTS are just as delicate as eggs, and you can test them in the same "Wiley" way. They either sink immediately out of sight in the salty bath of criticism, or remain uppermost in the mind and do the work for which they were created.—Mahin Messenger.

MISHAWAKA, IND.—The Dodge Mfg. Co. has purchased the properties of the Oneida Steel Pulley Co. and Keystone Steel Pulley Co., of Oneida, N. Y. These interests were acquired thru the incorporation of the Dodge Steel Pulley Corp. of Oneida, which becomes subsidiary to the Mishawaka concern.

PASSAIC, N. J.—An up-to-date 12-page pamphlet defining adequate weighing facilities in the light of the new Pomerene Bill of Lading Law and making valuable suggestion to shippers who wish to be recompensed by the railroads for grain lost in transit will be sent to grain dealers free of charge on application to the Richardson Scale Co.

MINNEAPOLIS, MINN.—Grain dealers contemplating the erection of an elevator will find the illustrated booklet "Grain Elevators" published by T. E. Ibberson of great value in formulating their plans. In this booklet is incorporated plans of several modern elevators in the Northwest. It also gives a brief description of the Ibberson Double Distributing Spout and the Ibberson Electric Bin Alarm. Copies will be mailed free to Journal readers.

JEFFERSON CITY, Mo.—I have made an examination of the corporation indexes of the department, but find no record of any company having been licensed to do business in Missouri as a corporation, foreign or domestic, under title of "Finton Construction Co." Individuals or co-partnerships are not required to indicate in business titles, or advise the public in any way by the titles they adopt, of the fact that they are not incorporated.—John L. Sullivan, Sec'y of State.

Gravity Test for Gasoline Deceptive.

The test of the gasoline obtainable these days is so low many users experience much difficulty in starting their engines when the temperature is near or below zero. The gravity test of gasoline does not detect the kerosene or other cheaper fuels which may be in the mixture, said O. E. Bransky, an expert oil chemist, before a meeting of the American Society of Agricultural Engineers.

It is entirely possible to make a mixture of three-quarters kerosene and one-quarter very high-grade gasoline having a gravity test higher than that of good gasoline.

The most reliable method of determining whether the fuel will vaporize properly is by the boiling test. In this test a certain quantity of fuel is placed in a flask and heated gradually until 98% of it has passed off as a vapor. The vapors are not allowed to escape into the air, but pass through a glass tube kept cold. The cold changes the vapor back into a liquid. The liquid as it drips from the glass tube is caught in a measuring glass.

Temperatures of the fuel in the flask are recorded at the start of evaporation when each 10% has vaporized and also when only 2% remains in the flask. The temperature when the vapor first forms is called the minimum temperature. The temperature necessary to raise the fuel to, to boil off all but 2%, is called the maximum temperature. Of these temperatures, the maximum temperature is the most important. If the fuel must be heated to a very high temperature before the last is boiled off, it indicates that there are heavy parts in the fuel which do not vaporize readily in a gasoline engine. The higher the temperature or the greater the proportion which must be heated to a high temperature before it vaporizes, the poorer the fuel is for gasoline engines.

ANY FOOL can profit by his own experience; a wise man profits by the experience of others.

BALTIMORE, MD.—A quadruple ear of corn was exhibited here recently from State Hill Farm, in Buckingham county, Va., where the corn was grown. The central ear was about 6 inches long and fully developed, while growing around it from the same stem were three others, but only half ears, as the split down the middle of the cob.

THE AGRICULTURAL appropriation bill contains an item of \$25,000, as follows: "To enable the Secretary of Agriculture to investigate and certify to shippers the condition as to soundness of fruits and vegetables when received at markets under such rules and regulations as he may prescribe; Provided, That the certificates issued by the authorized agents of the department shall be received in all courts as *prima facie* evidence of the truth of the statements therein contained."

The Submarine Crisis

Who knows what will happen next in this world of War?

Every man engaged in the Grain business owes it to his business, to his community and to his country, to inform himself to the best advantage upon current problems, in order that he may not only foresee what may happen, as far as possible, but more essentially, that he adjust himself to the things which do happen.

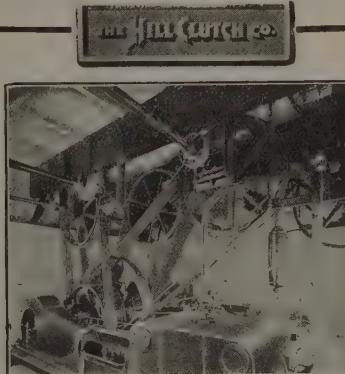
The ROSENBAUM REVIEW, published by the J. Rosenbaum Grain Co., and edited by J. Ralph Pickell, is the most astounding financial and commercial prodigy of the year. In less than two months it has secured a circulation of something over two thousand copies, and is today regarded as an authority throughout the length and breadth of this country.

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Your business. Hitch up with an ad. in the Grain Dealers Journal. You will then have a pleasant and profitable ride.

Supreme Court Decisions

Insolvency of Buyer.—The insolvency of a buyer is a sufficient justification for the seller's refusal to ship goods, or of his stopping shipments in transit.—*Schwall v. Higginsville Milling Co.* Kansas City Court of Appeals, Missouri. 190 S. W. 958.

Notice by Carrier of Failure to Deliver.—The return of a draft and B/L to a shipper, with notice that the draft had not been paid, was notice to the shipper that the goods had not been accepted or delivered by the consignee.—*Dodge & Dent Mfg. Co. v. Pennsylvania R. Co.* Supreme Court of New York. 162 N. Y. Supp. 549.

Loss by "Act of God."—Where the carrier shows that the property was destroyed by an act of God, if the shipper claims that negligence of the carrier contributed to the loss, the burden is upon the shipper to prove such negligence.—*N. W. Consol. Milling Co. v. C. B. & Q. R. R. Co.* Supreme Court of Minnesota. 160 N. W. 1028.

Rights of Transferee of B/L.—Where a bank agreed in advance to furnish the price of lumber and take the B/L as security, right of possession passed to the bank and its obligation became binding, and it became the owner for value of the B/L as soon as they were issued on delivery of the lumber, and not when the draft was paid to seller by another bank, so that the lumber could not be subsequently attached as the property of the consignee.—*Kinsolving v. State Savings & Trust Co.* Springfield Court of Appeals, Missouri. 190 S. W. 379.

Liability of Connecting Carriers.—Nothing in the Carmack Amendment (Act June 29, 1906, c. 3591, § 7, pars. 11, 12, 34 Stat. 593 [U. S. Comp. St. 1913, § 8592]) to the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, § 20, pars. 11, 12, 24 Stat. 386) abrogates or impairs the right which the shipper had under existing federal laws to pursue the connecting carrier whose wrong caused the loss; so that a shipper was entitled to sue an intermediate carrier for its negligent breach of its contract.—*Harris v. Decker.* Kansas City Court of Appeals, Missouri. 190 S. W. 969.

Lien for Commission.—A contract of employment by which the servant was to receive a commission for purchasing cotton seed, which contract allowed a certain sum per ton to cover house rent and loading and made him responsible for loss of weight arising from errors in weighing, theft, drying, handling, or any other cause, and required him to keep the seed under lock and key, while it may not technically constitute him a factor or broker, entitles him to an interest in or lien upon the seed purchased to the extent of the commission due for purchasing it and the charges for storing.—*East v. Southern Cotton Oil Co.* Supreme Court of Arkansas. 190 S. W. 558.

Demurrage the Same on Private Cars.—A railroad company's demurrage rule declared that it should apply to cars held for or by consignors or consignees for loading or unloading, forwarding directions, or for any other purposes, and that private cars, while in railroad service, whether on the carriers' or private tracks, should be subject thereto. Defendant, the owner of private cars used to transport its products, was entitled to receive from the company under applicable classification compensation "on loaded and empty movement" for use of the cars. Held, that such cars were in "railroad service," and defendant, having agreed to promptly load and unload the cars, could not, in view of the purpose of the rule, which is to facilitate shipping, escape demurrage on cars held on tracks for storage purposes beyond the free time allowed.—*National Refining Co. v. St. L. I. M. & S. Ry. Co.* U. S. Circuit Court of Appeals. 237 Fed. 347.

Limitation of Carriers' Liability.—A common carrier may limit his liability by agreeing with the shipper upon a maximum valuation of the articles carried, and a clause in a contract of carriage expressly limiting the liability of a carrier to a given sum is equivalent to a valuation of the goods.—*Heuman v. M. H. Powers Co.* Supreme Court of New York. 162 N. Y. Supp. 590.

Gaming in Future Delivery.—If one of the parties to a contract for the sale of cotton for future delivery, apparently valid on its face, enters into the contract evidenced by the writing with no intention of delivering the actual cotton, but upon the understanding that a settlement is to be made by the contracting parties on the day appointed for delivery, based on the difference between the market price at that time and the contract price, and such intention is known to the opposite party at the time of signing the writing, the transaction will be regarded as a wager, and not an enforceable contract.—*Kilpatrick v. Richter.* Supreme Court of Georgia. 91 S. E. 51.

Carrier's Liability under Reduced Rate.—"A special contract executed between a common carrier and a shipper, in consideration of a lower freight rate, providing that in case of loss or damage to the property the liability of the carrier shall not exceed a maximum valuation per 100 pounds, is not a contract attempting to exempt the carrier from liability on account of its own negligence; and if the contract is reasonable and just, and has been fairly entered into by the shipper, the same will be upheld as a proper and lawful means of determining the amount of the carrier's liability in case of loss." Missouri, O. & G. R. Co. v. Porter, 41 Okl. 702, 139 Pac. 954.—*Haskell v. St. L. & S. F. R. R. Co.* Supreme Court of Oklahoma. 162 Pac. 459.

Factor's Charges against Principal.—Where a factor's contract provided that he should have a lien not only for advances, but also for his expenses and commissions and all outlays of every sort, including legal expenses and reasonable counsel fees, and for all liabilities which should be made or incurred by him in connection with the business, or by reason of any act done or omitted by his principal, and the factor employed counsel and detectives, when, toward the close of their dealings, he was informed that his principal was secretly removing merchandise to escape his lien, the principal was chargeable with the expenses thus incurred, since, if a stranger had converted or threatened to convert the goods, the factor would be entitled to reimbursement for detective and counsel fees incurred in the effort to get them back.—*Newburger-Morris Co. v. Talcott.* Court of Appeals of New York. 114 N. E. 846.

Lease Exempting Railroad Co. from Liability for Fire.—A lease of a portion of a railroad right of way, providing that the railroad company should not be liable for damage by fire communicated from its locomotives, though the result of negligence, provided that on termination of the lease according to an option reserved to either party the lessee should remove at once from the premises all structures and property not belonging to the company, and in case of failure the company might remove the same at his expense. The lessee terminated the lease, but continued in the possession of the property without any new lease or new arrangement as to possession. Held that, by continuing in possession in violation of his covenant to remove, the lessee could not escape the effect of the covenant freeing the railroad company from liability for fires communicated by its locomotives. A condition in a lease of part of a railroad right of way, whereby the lessee agreed to hold the railroad company harmless from all suits and claims for damage occasioned by fire communicated from locomotives of the company, whether caused by negligence or not, is valid, and no recovery can be had by the lessee.—*Milton Mfg. Co. v. C. B. & Q. R. R. Co.* U. S. District Court, Iowa. 237 Federal 118.

State and Exchange Weighing in Missouri.—Laws 1913, p. 354, relative to the inspection of hay and grain, including the provisions relative to the weighing and grading of grain by state inspectors, and section 68 (page 372), prohibiting the issuance of weight certificates except by a bonded state weigher, etc., are valid as a proper exercise of the police powers of the state. The law does not permit the weighing and certifying of weights of grain by both the state's bonded weigher and another.—*Barker v. Merch. Ex. of St. Louis.* Supreme Court of Missouri. 190 S. W. 903.

Chattel Mortgagor Can Recover the Lease Exempted Railroad from Liability for Fire.—A lease of a portion of a railroad company's right of way declared that the lessee should hold the company harmless from all claims, demands, and suits for loss, injury, or damage, including loss or damage occasioned by fire communicated from the locomotives of the company, whether caused by negligence or not. The lessee erected a building on the demised premises, and gave a chattel mortgage upon its stock of goods therein contained. The mortgagor had no notice, either actual or constructive, of the lease or the exemption. Held, that the exemption should be construed merely as a contract of indemnity whereby the lessee was to protect the company from all claims, and therefore the mortgagor, not knowing of the covenant, might recover, where the mortgaged property was burned through the negligence of the company. In such case the condition cannot be held applicable to the mortgage on the theory that it was a covenant running with the land; the giving of a chattel mortgage not amounting to a conveyance, and the lessee not parting with his interest.—*Milton Mfg. Co. v. C. B. & Q. R. R. Co.* U. S. District Court, Iowa. 237 Fed. 118.

Place of Delivery.

A. C. Schuff & Co., Louisville, Ky., plaintiffs, v. *Updike Elevator Co.*, Omaha, Neb., defendants before Arbitration Comite No. 2 of the Grain Dealers National Ass'n, composed of Elmer Hutchinson, Jno. S. Green and F. E. Barker.

The Updike Elevator Co. wired "Offer one good car No. 2 rye, 98c, immediate shipment."

Schuff & Co. wired "Accept car good No. 2 rye 98c, Louisville, immediate shipment."

The Updike Elevator Co. wired "Letter of 14th received, (confirming wire) price car rye 98c is East St. Louis, not Louisville. Is it satisfactory?"

Schuff & Co. wired "It is not satisfactory, our understanding delivered Louisville."

Updike Elevator Co. wired "Will ship 98c East St. Louis, or cancel sale. Please advise." Schuff & Co. proposed that the rye be shipped and the difference be arbitrated.

Accordingly the defendants invoiced car Mil. 63130 No. 2 rye, containing 56,840 lbs. and drew in full basis E. St. Louis, which was paid by the plaintiffs, and the expense bill shows the freight from E. St. Louis to Louisville, Ky., to be \$35.89, the amount of this claim.

The plaintiffs also introduce evidence to show that No. 2 rye was quoted nominally at E. St. Louis at 95c on June 14, 1916, the day the trade was made. Also that on June 13, 1916, they bought from other parties No. 2 rye at 94½c basis delivered E. St. Louis, which price added to the freight was equal to about 98c delivered Louisville, Ky., and for these reasons they assumed that the price quoted by defendant's wire of June 14, 1916, was intended to mean delivered Louisville, Ky., and they worded their wire of acceptance to read: "Accept car good No. 2 rye 98c Louisville," and so confirmed the trade in their letter of same date.

The defendants claim that in their several years of satisfactory business with the plaintiffs that they had never made a trade or quotation on grain except on a basis of E. St. Louis, and that in the initial wire on this trade and also in their answer the point of delivery was not mentioned and they understood that the same terms that they had always traded on, namely, basis E. St. Louis, was the proper basis to offer on, and did so base their offers, and for this reason alone they deny the claim of the plaintiffs.

It is the opinion of the Comite that when the plaintiffs sent their wire of acceptance of June 14, 1916, plainly stating "Accept

bar good No. 2 rye 98 Louisville," when the former wires did not contain any reference to the place of delivery, that the defendants were plainly put on notice of what the plaintiffs would expect in regard to delivery.

Furthermore, the defendants herein admit that a trade was made, but the only controversy is, as to the point of delivery.

Therefore our decision is that the Updike Elevator Co. pay to A. C. Schuff & Co. the sum of \$35.89 and the costs of arbitration.

Crop Improvement.

CLYDE ASHLEY WAUGH, manager of the editorial department of the Soil Improvement Com'te of the National Fertilizer Ass'n, died Feb. 17, after a brief illness. Mr. Waugh was a 1912 graduate of the Ohio State University and 2 years associate editor of the Ohio Farmer, and during his short and active career had endeared himself to a remarkably large circle of friends.

A SEED EXCHANGE buro has been organized in Winnipeg by the field husbandry department of the Manitoba Agricultural College. After testing and examining samples of seed representative of lots that farmers have for sale the buro will file them for reference and supply to any subsequent inquirer information as to the names and addresses of the owners. The response has been so enthusiastic that a good list of seed growers is already on file.

THE SPERRY FLOUR Co. has leased a 286-acre ranch about fifteen miles from Stockton, Cal., to be used for experiments in the raising of wheat to be conducted by the company in conjunction with Frank Lyons, well-known farm adviser and agricultural expert, and the University of California. Many different varieties of wheat successfully grown in the grain-producing countries of the world, including several that have never been given a thorough trial in the United States, will be planted in the tract. The tests will be complete to the last detail of milling as well as growing possibilities.

EXPENDITURES for road and bridge building in the United States have increased from about \$80,000,000 a year in 1904 to \$282,000,000 in 1915, or more than 250 per cent. In the same period the expenditures under state supervision have increased from a few million a year to something like \$80,000,000 a year.

Use of Open Instead of Order B/L.

O. W. Hutchinson, Shattuck, Okla., v. B. Strong Grain & Coal Co., Conway Springs, Kan., before the Tri-State Appeals Com'te.

This is a case which comes on appeal from the Arbitration Com'te of the Oklahoma Grain Dealers Assn.

On Apr. 25, 1912, the B. Strong Grain & Coal Co., defendant, bought from O. W. Hutchinson, plaintiff, a large car, 80,000 or 88,000 pounds bulk No. 3 or better, white kafir corn, basis f. o. b. Woodward, Okla.

There seems to be no controversy over the confirmation nor the price or anything else, except that the appellant in making this shipment secured an open B/L and billed to the B. Strong Grain & Coal Co., Roff, Okla., and it does not appear to this Com'te how the B. Strong Grain & Coal Co. could possibly meet with any damage on account of this style of billing, but on the other hand we can plainly see that it was possible, to say the least, that the shipper could have greatly suffered and have lost the entire car of kafir corn by shipping on an open B/L, and it is not shown by the B. Strong Grain & Coal Co. how they suffered or could have suffered any loss by the use of this style of B/L. Therefore we reverse the decision of the Arbitration Com'te of the Oklahoma Grain Dealers Assn., and find for the appellant, but refuse to sustain or consider the appellant's appeal for damage or loss on account of rejection or refusal to pay draft on the part of the B. Strong Grain & Coal Co., and we assess the cost of this arbitration to the B. Strong Grain & Coal Company.

J. H. Shaw, H. Work, L. G. Belew, Tri-State Appeals Com'te.

Concrete Is Waterproof.

What is believed to be the largest cement concrete tank in the United States has been erected at Tuscaloosa, Ala. It is shown in the engraving herewith. It is a city reservoir 60 feet high, 72 feet in diameter and has a capacity of 2,500,000 gallons.

Grain elevator men who have any doubts about cement concrete being a suitable material for the construction of water-tight elevator boot pits, wagon dump sinks and foundations in wet spots should be convinced by this object lesson, for no waterproofing was used. On account of the great water pressure the engineers expected a leakage of 4 inches per day, but the tank never showed a leakage of over 2 inches per day, and since the first year there has been no leakage whatever. The construction of the tank required 3,000 barrels of cement supplied by the Standard Portland Cement Co.

HESS DRIERS

Dry anything granular.

In continuous flow, or on the separate dump system.

HESS OUT-DOOR CONDITIONERS

air and clean and condition grain, with no additional operating expense. They cost little and sold on 30 days' free trial.

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Corn Sieves also, conforming with the new rules.

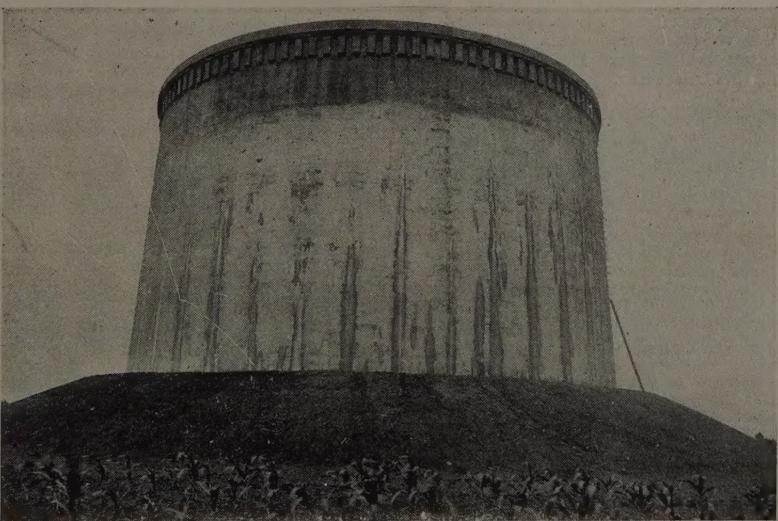
Grain Receiving LEDGER

A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 1/4 x 13 3/4 inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$2.25
Form 43XX—400 Pages, \$3.75

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.



Concrete Reservoir at Tuscaloosa, Ala.

Elevator Fires During 14 Years.

Statistics compiled by the Grain Dealers National Fire Ins. Co., covering its fire losses since its organization 14 years ago, show that during 1916 it had 82 losses, 33 of which were total, 35 partial and 14 no claim made. Forty-one of the fires occurred between 7 A. M. and 7 P. M.; 40 occurred at night. This is a slight variation from its 14 years experience, during which time its policy holders reported 665 fires. During that period 40.15% of the fires occurred between 7 A. M. and 7 P. M.; 45.26% occurred between 7 P. M. and 7 A. M. Reports on 14.59% of the fires did not disclose the time they occurred.

It has not been decided that one kind of power is really more hazardous than any other power used in grain elevators, but of the 82 fires reported during 1916, 18 of the elevators were propelled by steam power, 50 by gasoline power and 8 by electric power. In 6 plants no power was used. It has been fully determined, however, that if all power plants were at least 20 ft. from the elevator, and enclosed in a fireproof structure, the hazards would be sufficiently reduced to warrant the insurance company in making a marked reduction in its rate. Many elevator men have found this improvement a profitable investment, even tho their old power plant was meeting their needs completely.

The causes of fires during the last year and for the 14 years the company has been writing grain elevators and their contents, affords a valuable clue as to the most active fire hazards in grain elevators. If elevator owners who are eager to prevent the destruction of their houses by fire will study the statistics on the causes of fires, as reported to the Grain Dealers National Ins. Co., they will have a clear understanding of how they may correct many of the hazards of their own plants, reduce the chances of their burning, and also reduce the cost of insurance to all mutual policy holders, themselves included. If anxious to save your plant from the flames, study the following figures and make a determined effort to eliminate all known hazards from your plant:

ELEVATOR FIRES 1916.

	No.	Loss paid.
Locomotive sparks	9	\$ 28,166.74
Lightning	15	12,216.92
Friction	9	82,315.88
Origin in power and cob house	11	30,482.63
Outside exposure	7	26,383.46
Unknown	14	49,594.40
Spontaneous combustion	4	6,175.88
Tramps	2	7,198.32
Careless use of matches	3	3,087.97
Miscellaneous	4	15,509.62
Overheated stove and defective chimney and pipe	4	8,000.06
Total	82	\$219,181.83

ELEVATOR FIRES 1902-1916 INCLUSIVE.

	Per	No. cent.	Loss paid.
Locomotive sparks	93	13.98	\$ 177,231.76
Lightning	181	27.21	83,400.11
Friction	77	11.59	182,826.35
Origin in power and cob house	53	7.98	136,264.11
Outside exposure	74	11.13	90,142.09
Supposed incendiary	14	2.11	44,217.33
Unknown	78	11.73	236,885.43
Spontaneous combustion	30	4.51	79,220.42
Tramps	11	1.65	29,657.21
Exhaust pipe	5	.75	4,603.42
Leaky supply pipe	5	.75	34.86
Defective wiring	3	.45	11,507.27
Overheated stove and defective chimney and pipes	17	2.56	30,818.11
Miscellaneous (less than 1% each)	24	3.60	38,285.16
Total	665	100.00	\$1,145,094.12

Since the company was organized, 665 fires have been reported. 40% of the

entire number resulted in a total loss while 40.60% resulted in a partial loss. In 19.40% of the entire number of losses no claim was made for damage.

Annual Report Millers Fire Ins. Ass'n of Illinois.

The fortieth annual report of the Millers Mutual Fire Ins. Ass'n, Alton, Ill., shows cash assets of \$729,266.10. Liabilities, including reserve for re-insurance, reserve for taxes and miscellaneous items, unpaid losses and guaranty deposits, amount to \$189,188.42.

The company shows a net cash surplus of \$540,077.68. The net income for the year was \$434,484.84. Net amount paid for losses during the year total \$266,889.60. Insurance in force at present amounts to \$34,010,102.93, a substantial increase compared with \$25,920,083.73 last year.

Of the total insurance in force elevators carry \$18,119,471.16, mills \$8,473,087.00 and general risks \$7,417,544.77. The increase in elevator insurance in force was \$6,182,441, or 50 per cent in one year. The past year the company was admitted to the state of New York, and its securities now are appraised by a com'ite from the National Ass'n of Insurance Commissioners.

The company handles both mutual and general business, each on its separate experience and different rating, the saving on elevators and mills as a class being 62½ per cent for the year.

COLUMBUS, O.—It looks as tho we were going to get the anti-discrimination insurance bill thru the legislature.—J. W. McCord.

GRAIN DUST explosions in flour mills was the topic of discussion by the Philadelphia section of the American Chemical Society recently. David J. Price, an expert for the Dept. of Agriculture, addressed the meeting.

T. M. VAN HORN, Inspector for the Millers Mutual Fire Ins. Ass'n of Illinois, is rapidly recovering from a serious fall down icy steps at his home in Chicago. He had two ribs broken and was badly bruised, but he expects to get out this week.

F. O. PADDOCK of Toledo, O., has resigned as a member of the Executive Com'ite of the Council of Grain Exchanges since the Produce Exchange has withdrawn from the Council. Pres. Mauff has appointed Edward Kelley of Wichita, Kan., his successor.

Books Received

YIELDS PER ACRE AND PRICES by states for the 50 years from 1866 to 1915 for corn and wheat have been compiled by the Bureau of Crop Estimates and published as Bulletins 515 and 514 of the U. S. Dept. of Agriculture, Washington, D. C.

THE MISSOURI YEAR BOOK for 1916 contains the 48th annual report of the State Board of Agriculture. A large section of the book, which contains 600 pages, is devoted to a review of the state crop for 1915, the selection of seeds, the raising of alfalfa and other feeds, crop improvement and legislation bearing directly or indirectly upon these subjects. The book is substantially bound and is profusely illustrated throughout.—Jewell Mayes, sec'y, Columbia, Mo.

War Munitions Exceed Breadstuffs Exports.

Powder and shot are the principal export from the United States at present, grain shippers will be surprised to learn, as breadstuffs, even in time of war, have been supposed to be the mainstay of our export trade.

War munition exports during the 11 months of 1916 prior to Dec. 1 are officially reported by the Department of Commerce to have included cartridges, dynamite, gunpowder and other explosives valued at \$660,633,331; acids valued at \$42,088,000; autotucks valued at \$49,181,000; horses and mules valued at \$81,650,000; articles made from brass (shells) valued at \$224,268,546; firearms valued at \$35,465,000; barbed wire, \$29,867,000; steel billets to France alone \$49,911,000; alcohol, \$18,866,283, besides great quantities of rosin and benzol adding to the above total of \$1,190,000,000.

Breadstuffs exports of every nature from wheat to mill feed, rice, corn and oatmeal to every country in the world totaled only a valuation of \$425,142,000 during the corresponding 11 months. As many of the manufacturers of machinery, leather and mineral oil are for war purposes it can be conservatively stated that our exports of breadstuffs are only one-fourth of the value of our exports of war munitions. Our exports of wheat are less than during the pre-war period, having been 139,000,000 bus. during the 11 months prior to Dec. 1, against 145,000,000 bus. during the corresponding months of 1914; but our exports of explosives, cartridges, dynamite and gunpowder jumped from a trifling \$7,867,000 in 1914 to \$660,633,331 in the 11 months of 1916. France took no more United States wheat in 1916, 22,252,048 bus., than in 1914, 22,488,019 bus.

Altho the bulk of our billion of war munitions went to the United Kingdom and France those two countries during the 11 months of 1916 took only \$107,900,000 worth of wheat during the same time.

A balloon that has never risen can not fall to earth, and as there evidently has been no inflation in the quantity (price not considered) of our breadstuffs exports the ending of the war will cause no drop in our grain exports. Manufacturers of war munitions will be put out of business but the growers and shippers of grain have nothing to fear with the coming of peace.

Convention Notes.

[Continued from page 337.]

N. C. Webster, Richardson Scale Co., was the only machinery mfg. representative present.

Out of state representatives present were Wm. W. Cummings, J. F. Zahm & Co., Toledo; L. E. Osmer, Mansfield; J. Vining Taylor, Sec'y Nat'l Hay Ass'n; and J. S. Marks, agt. Interstate Despatch, Toledo.

Michigan grain dealers present were: E. D. Allmendinger, Ann Arbor; Jay Baldwin, New Haven; J. C. Beck, Lansing; Mr. Bushrow, Saginaw; W. A. Cutler, Adrian; Walter Hess, Akron; W. G. Griffin, Alma; T. J. Hubbard, Mt. Pleasant; Ray H. Kent, Marion; James Kerr, Melvin, Mich.; F. E. Leighton, Durand; Frank Marshall, Will Marshall, Jackson; R. W. Quinnan, Saginaw; D. P. Sowle, Sandusky; L. J. Stimpson, Big Rapids; A. E. Schepers, McBain; Willis E. Sheldon Jackson; J. K. Trefry, Rives Junction; E. Wallace, Battle Creek; E. L. Wellman, Grand Rapids; Chas. Wolohan, Birch Run; Frank Young, Lansing.

The GRAIN DEALERS JOURNAL.

Insurance Notes.

ELEVATOR LOSSES are under \$200 or they are total.—*Our Paper.*

DURING this period of car shortage many elevators are full of grain that should be saved in as good a condition as possible in case of fire; and one of the prerequisites to a good price for the salvage grain is keeping the water off where there is no danger of the fire spreading. When a building is thoroly wrapped in flames nothing is gained by soaking the grain below the blazing timbers.

LIGHTNING is uncontrollable and, like sparks, will fly where it listeth. These twin hazards are charged with causing 40 per cent of the fires experienced by the Grain Dealers National Fire Ins. Co., in 14 years; but it is not strictly correct to charge these losses to lightning and sparks, as the prime factor is the shingle roof, that gives those causes an opportunity. This company will accept no new risks with shingle roofs, and recommends that elevators be covered wholly with iron.

Elevator Casualties.

Andrew Nelson, an employe of Cargill Elevator Co., Kerkhoven, Minn., was injured when coat caught on set screw of shaft.

Bert Asher, an employe of Kelso Grain Co., Cherokee, Kan., had his second finger cut off when window fell and caught finger on sill.

John Ammon, an employe of L. H. Shepherd Grain, Bean & Milling Co., Charlotte, Mich., dropped a cake of ice on foot, crushing toe.

Roy Sullivan, an employe of O. S. Canble, Pekin, Ind., caught leg in machinery of gasoline engine, wounding his leg and spraining his ankle.

Linus Stromberg, an employe of Cargill Elevator Co., Minneapolis, Minn., sustained a scalp wound while trucking flour into car when skid slipped.

Albert Rust, an employe of Jos. Landa, New Braunfels, Tex., in lifting a crusher he was helping to move, fell against it and was bruised over the 1st rib.

Charles Johnson, an employe of Cargill Elevator Co., Minneapolis, Minn., was injured when belt caught hand and in jerking back he struck his face against bolt of the mill.

E. R. Clauson, an employe of Ellison Milling & Elevator Co., Magrath, Canada, fell from roof of elevator, while putting on metal shingles, sustaining a broken arm and cuts about the head.

F. G. Rumford, of the weighing dept. of the Kansas City Board of Trade, whose leg was broken at a Kansas City milling plant last April, won a damage suit against the company in a local court recently. He was given judgment for \$3,000. Mr. Rumford was engaged in cooperating a car when a runaway fell and crushed his leg.

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E. H. MORELAND, Secretary

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Ohio Millers Mutual Fire Insurance Co., Canton, Ohio.	Texas Millers Mutual Fire Insurance Co., Ft. Worth, Texas.
Penna. Millers Mutual Fire Insurance Co., Wilkes-Barre, Pa.	Michigan Millers Mutual Fire Insurance Co., Lansing, Mich.

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You are not allowed to have a gasoline lamp in your elevator without a special permit therefor being attached to your policy. Our experience has been that such lamps are dangerous even under the best conditions, and should not be used at all. If you are using one, and are one of our policyholders, get in touch with us. Let's discuss it before a fire occurs.

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